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# FEDERAL REGISTER

VOLUME 4 NUMBER 133

*Washington, Thursday, July 13, 1939*

## *The President*

### EXECUTIVE ORDER

### Regulations Pertaining to the Administration of the Act of May 3, 1939, Public No. 63, 76th Congress, 1st Session

By virtue of the power vested in me as President of the United States and by the act approved May 3, 1939, entitled "An Act to amend the act entitled 'An Act authorizing the temporary detail of United States employees, possessing special qualifications, to governments of American republics and the Philippines, and for other purposes', approved May 25, 1938", I hereby prescribe the following regulations pertaining to the administration of the said act of May 3, 1939:

1. Requests of foreign governments for the services of United States Government officers and employees having special scientific or other technical or professional qualifications shall be made through diplomatic channels to the Secretary of State.

2. If the United States is unable to comply with the request of the foreign government because of lack of facilities or qualified personnel, the Secretary of State shall so inform the foreign government.

3. If the United States is able to comply with the request of the foreign government, but the Secretary of State, after consultation with the department or agency concerned, concludes that compliance therewith would not be in the public interest, he shall submit the request to the President with his recommendation and reasons therefor. If the Secretary deems compliance with such request to be in the public interest, he shall submit the matter to the department or agency concerned, indicating in his submission the nature of the services to be rendered, the probable length of the detail or assignment, and such other relative information as may be available, and requesting such department or agency to furnish the names of the officers or employees available, together with information as to their previous experience and special qualifications (including language qualifications), their basic salaries, their family status, and such other information as may in the opinion of the Secretary of State be necessary or desirable.

4. Upon receipt of the requested information from the department or agency concerned, the Secretary of State shall submit, with pertinent information and data, the request of the foreign government to the President with his recommendations, which shall include recommendations as to (1) length of detail or assignment, (2) amount of additional compensation, if any, of officer or employee detailed, (3) amount of monthly allowances to detailed officer or employee for quarters and subsistence, (4) amount of reimbursement for travel expenses of detailed officer or employee to and from the place of detail, and (5) acceptance from the interested foreign government of reimbursement, in whole or in part, of the cost involved. If the President determines that the request of the foreign government shall be granted by the United States, the Secretary of State shall so notify the foreign government, and shall in his discretion inform it as to the cost involved and request it to indicate whether it desires to reimburse the United States in whole or in part for such cost.

5. The Secretary of State shall establish for administrative purposes such forms as may be necessary for the maintenance of uniform records which shall include full information with respect to each detail or assignment. Upon completion of arrangements for each detail, the Secretary of State shall furnish a copy of the completed form to the agency lending the services of the officer or employee concerned.

6. The Secretary of State may prescribe such regulations not inconsistent herewith as he may deem necessary or

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desirable for carrying out the provisions of this order.

FRANKLIN D ROOSEVELT

THE WHITE HOUSE,
*July 11, 1939.*

[No. 8197]

[F. R. Doc. 39-2498; Filed, July 12, 1939; 11:27 a. m.]

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## EXECUTIVE ORDER

### SUSPENSION OF EIGHT-HOUR LAW AS TO CONSTRUCTION OF CERTAIN EMERGENCY AIR BASES

WHEREAS the act of April 25, 1939, Public, No. 43, 76th Congress, 1st Session, authorizes the Secretary of the Navy to establish, develop, or increase naval aviation facilities at or in the vicinity of certain places mentioned therein, including Midway Island, Johnston Island, Palmyra Island, Kodiak, Alaska, and Sitka, Alaska; and

WHEREAS it appears that the interests of the national defense require the establishment of naval aviation bases at such places at the earliest practicable date; and

WHEREAS it further appears that it will be impossible to accomplish the work required in the establishment of such naval aviation bases at Midway Island, Johnston Island, Palmyra Island, Kodiak, Alaska, and Sitka, Alaska, because of the isolation of such places from sources of labor supply, within the time required by the interests of the national defense unless the provisions of law prohibiting more than eight hours labor in any one day of persons engaged upon work covered by contracts with the United States are suspended as to such work; and

WHEREAS the act of March 4, 1917, 39 Stat. 1168, 1192 (U. S. C., title 40, sec. 326), provides "That in case of national emergency the President is authorized to suspend provisions of law prohibiting more than eight hours labor in any one day of persons engaged upon work covered by contracts with the United States"; and

WHEREAS I find that by reason of the foregoing a national emergency exists:

NOW, THEREFORE, under and by virtue of the authority vested in me by the above-quoted provisions of the said act of March 4, 1917, I hereby suspend the provisions of law prohibiting more than eight hours labor in any one day of persons engaged upon work covered by contracts with the United States as to all work authorized and performed under the said act of April 25, 1939, at or in the vicinity of the following places: Midway Island, Johnston Island, Palmyra Island, Kodiak, Alaska, and Sitka, Alaska.

FRANKLIN D ROOSEVELT

THE WHITE HOUSE,
*July 11, 1939.*

[No. 8198]

[F. R. Doc. 39-2499; Filed, July 12, 1939; 11:27 a. m.]

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## EXECUTIVE ORDER

### PARTIAL REVOCATION OF EXECUTIVE ORDERS OF JULY 9, 1910, MAY 18, 1911, AUGUST 25, 1915, AND MAY 22, 1917, CREATING, RESPECTIVELY, COAL LAND WITHDRAWALS NOS. 1, 6, 8, AND 10

#### COAL LAND RESTORATION, NEW MEXICO NO. 54

By virtue of and pursuant to the authority vested in me by the act of June 25, 1910, ch. 421, 36 Stat. 847, the Executive Orders of July 9, 1910, creating Coal Land Withdrawal, New Mexico No. 1; of May 18, 1911, creating Coal Land Withdrawal, New Mexico No. 6; of August 25, 1915, creating Coal Land Withdrawal, New Mexico No. 8; and of May 22, 1917, creating Coal Land Withdrawal, New Mexico No. 10, are hereby revoked as to the following-described lands:

*New Mexico Meridian*

T. 19 N., R. 1 W., all, including all segregated tracts within its outboundary.
T. 20 N., R. 1 W., all, including all segregated tracts within its outboundary.
T. 21 N., R. 1 W.,
  sec. 1, all;
  sec. 2, lot 4, SW¼NW¼ and W½SW¼;
  secs. 3 to 36, inclusive;
  all segregated tracts within the township outboundary.
T. 22 N., R. 1 W., all, including all segregated tracts within its outboundary.
T. 18 N., R. 2 W., all.
T. 19 N., R. 2 W., all, including all segregated tracts within its outboundary.
T. 20 N., R. 2 W., all, including all segregated tracts within its outboundary.
T. 21 N., R. 2 W., all.
T. 18 N., R. 3 W., all.
T. 19 N., R. 3 W., all.
T. 20 N., R. 3 W., all.
T. 21 N., R. 3 W., all.
T. 18 N., R. 4 W., all.
T. 19 N., R. 4 W., all.
T. 20 N., R. 4 W., all, including all segregated tracts within its outboundary.
T. 21 N., R. 4 W., all.
T. 18 N., R. 5 W., all.
T. 19 N., R. 5 W.,
  secs. 1 to 29, inclusive;
  secs. 31 to 36, inclusive.
T. 20 N., R. 5 W., all.
T. 21 N., R. 5 W., all.
T. 18 N., R. 6 W.,
  sec. 1, all;
  sec. 2, S½N½ and S½;
  secs. 3, 5, and 7;
  secs. 9 to 13, inclusive;
  sec. 14, W½ and SE¼;
  secs. 15 to 27, inclusive;
  secs. 29 and 31;
  secs. 33 to 35, inclusive;
  sec. 36, SE¼.
T. 20 N., R. 6 W., all.
T. 21 N., R. 6 W., all.
T. 22 N., R. 6 W., all.
T. 18 N., R. 7 W.,
  secs. 1 to 3, inclusive;
  secs. 5 to 19, inclusive;
  sec. 21, all;
  secs. 23 to 25, inclusive;
  secs. 27 and 29;
  sec. 30, lots 1, 2, 3, and 4, E½W½;
  secs. 31, 33, 35, and 36.
T. 21 N., R. 7 W., all.
T. 22 N., R. 7 W., all.
T. 19 N., R. 8 W.,
  secs. 1 to 3, inclusive;
  secs. 5 and 7;
  secs. 9 to 36, inclusive.

T. 22 N., R. 8 W., all.
T. 21 N., R. 9 W.,
  secs. 1, 3, 5, 7, 9, 11, and 13;
  secs. 15 to 17, inclusive;
  secs. 19, 21, 23, 25, 27, and 29;
  secs. 31 to 33, inclusive;
  secs. 35 and 36.
T. 22 N., R. 9 W., all.
T. 21 N., R. 10 W.,
  secs. 1 to 9, inclusive;
  secs. 11 and 13;
  secs. 15 to 36, inclusive.
T. 22 N., R. 10 W., all.
T. 21 N., R. 11 W.,
  secs. 1 to 25, inclusive;
  secs. 27 to 31, inclusive;
  sec. 32, N½ and SE¼;
  secs. 33 to 36, inclusive;
  tracts 37 and 38.
T. 22 N., R. 11 W., all.
T. 22 N., R. 12 W., all.
T. 22 N., R. 13 W., all.
T. 14 N., R. 18 W., sec. 1, all.

FRANKLIN D ROOSEVELT

THE WHITE HOUSE,
*July 11, 1939.*

[No. 8199]

[F. R. Doc. 39-2500; Filed, July 12, 1939; 11:27 a. m.]

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## EXECUTIVE ORDER

### PARTIAL REVOCATION OF EXECUTIVE ORDER No. 5886 OF JULY 12, 1932, WITHDRAWING PUBLIC LANDS

WYOMING

By virtue of and pursuant to the authority vested in me by the act of June 25, 1910, c. 421, 36 Stat. 847, as amended by the act of August 24, 1912, c. 369, 37 Stat. 497, Executive Order No. 5886 of July 12, 1932, withdrawing public lands in Wyoming pending a resurvey, is hereby revoked as to the following-described township:

*Sixth Principal Meridian*

T. 26 N., R. 116 W.

This order shall become effective upon the date of the official filing of the plat of the resurvey of the above-described township.

FRANKLIN D ROOSEVELT

THE WHITE HOUSE,
*July 11, 1939.*

[No. 8200]

[F. R. Doc. 39-2501; Filed, July 12, 1939; 11:27 a. m.]

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## EXECUTIVE ORDER

### AMENDMENT OF EXECUTIVE ORDER NO. 7302 OF FEBRUARY 21, 1936, TRANSFERRING CERTAIN LANDS TO THE CONTROL AND JURISDICTION OF THE SECRETARY OF THE NAVY

VIRGIN ISLANDS

By virtue of the authority vested in me by the act of March 3, 1917, c 171, 39 Stat. 1132, and the Second Deficiency Act, Fiscal Year 1931 (46 Stat. 1552, 1570), and as President of the United States, Executive Order No. 7302 of February 21, 1936, transferring certain lands in the Virgin Islands from the control and jurisdiction of the Secretary of the Interior to the control and jurisdiction of the Secretary of the Navy for use in the establishment, construction, and operation of aviation facilities, as amended by Executive Orders No. 7686 of August 5, 1937, No. 7790 of January 12, 1938, and No. 8103 of May 2, 1939,[1] is hereby further amended by adding thereto the following:

"It is further ordered that the following tract of land embracing the east beach and bath house fronting on Lindbergh Bay, St. Thomas, Virgin Islands, more particularly described below by metes and bounds, be, and it is hereby, subject to valid existing rights, transferred from the control and jurisdiction of the Secretary of the Interior to the control and jurisdiction of the Secretary of the Navy for use in the establishment, construction and operation of aviation facilities at the Naval Air Station, St. Thomas, Virgin Islands.

"Beginning at a point marked '1' on Public Works Drawing No. 28, on file in the Navy Department, thence North 25°5′ East, 210.06 feet to a point marked '2'; thence North 64°55′ West, 282.21 feet, to a point marked '3'; thence South 25°5′ West 172.22 feet to a point marked '4'; thence along the shore line of Lindbergh Bay to the point of beginning."

FRANKLIN D ROOSEVELT

THE WHITE HOUSE,
*July 11, 1939.*

[No. 8201]

[F. R. Doc. 39-2502; Filed, July 12, 1939; 11:27 a. m.]

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# *Rules, Regulations, Orders*

## TITLE 22—FOREIGN RELATIONS

## DEPARTMENT OF STATE

[Departmental Order No. 796]

### PART 44—STUDY AND RESEARCH IN THE DEPARTMENT

REGULATIONS GOVERNING USE OF THE RECORDS OF THE DEPARTMENT OF STATE

Section 91, Title 20, of the United States Code reads in part as follows: "The facilities for study research and illustration in the Government departments * * * shall be accessible, under such rules and restrictions as the officers in charge of each department or collection may prescribe, subject to such authority as is now or may hereafter be permitted by law, to the scientific investigators and to duly qualified individuals, students and graduates of any institution of learning in the several States and Territories and the District of Columbia * * *" Pursuant to the provisions quoted and in order to clarify the present procedure in the Department, the following regulations, superseding those contained in Departmental Order No. 751 dated April 5, 1938 and all previous Departmental orders on the subject, are hereby prescribed to govern the use of the original records of the Department of State.

In view of the contemporary international situation it will not be possible to make the confidential or unpublished files and records of the Department of a date later than December 31, 1918 available to persons who are not officials of the United States Government. In order that the Department's records may be made available as liberally as circumstances permit, the Department each year will give consideration to the situation then existing with a view to advancing the date fixed whenever such action is deemed possible. The use of these records by Government officials will be subject to such conditions as the chiefs of the appropriate policy divisions in the Department of State may deem it advisable to prescribe.

The confidential or unpublished records of the Department of a date prior to December 31, 1918, or such subsequent date as may be fixed by the Department, may be made available to persons who are not officials of the United States Government, subject to the following conditions:

Files which are in current use in the Department or which cannot be made public without the disclosure of confidences reposed in the Department or without adversely affecting the public interest should not be made available to inquirers. Papers received by the Department from a foreign government which have not been released for publication by that government should not be made available to inquirers without the consent of the government concerned. If there is reason to believe a foreign government may be willing to permit the use of the papers in question under certain conditions the permission may, in the discretion of the appropriate officials of the Department, be requested. If such permission is requested, the expenses of communicating with the foreign government (cost of telegrams, postage, et cetera) will be met by the person desiring to consult the papers.

Permission to consult the records of the Department through the date fixed by the Department may be granted, subject to the limitations set forth in this order, to such persons as lawyers, publicists, historians, instructors and professors in accredited colleges and universities, and holders of the doctor's degree (or its equivalent) in foreign relations or allied subjects from such colleges and universities, provided that they are authorities of recognized standing in the field to which the records relate and that they have an important and definite use for the information desired. Due to lack of personnel the Department is not in a position to assemble large quantities of papers or extensive files for consultation by persons not officials of the Government and requests for permission to consult material should therefore be definitely limited in scope and confined to specific subjects or particular papers.

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[1] 2 F.R. 1374, 3 F.R. 99 DI, 4 F.R. 1771 DI.

An application from an alien to consult the Department's records under this order shall be considered only if accompanied by a letter from the head of the Embassy or Legation at Washington of the country of which the alien is a citizen, subject or national. Such a letter must show that the applicant is favorably known to the appropriate embassy or legation and that the mission is familiar with the purpose of the applicant's work

All applications to consult the original records of the Department of date prior to the one fixed by the Department shall be referred to the Chief of the Division of Research and Publication. If the Chief of the Division of Research and Publication is of the opinion that the applicant possesses the requisite qualifications as set forth in this order, he shall have assembled and shall submit to the chief of the policy division charged with the consideration of questions in the field which is the object of the research or inquiry all of the relevant papers and files which the applicant desires to consult, with the exceptions hereinafter noted. If the applicant is permitted to use all or part of the papers desired, the chief of the policy division concerned will inform the Chief of the Division of Research and Publication under what conditions the papers may be examined, that is, whether copies may be made of the relevant documents or whether only notes may be taken and whether the copies or notes may be published in whole or in part or used only for background information, or any other conditions which the chief of the policy division mentioned may deem it advisable to prescribe. This decision will be final except in cases of unusual importance where the question may be referred to an Assistant Secretary of State or higher officer. Documents or papers previously released or published, and unpublished papers clearly involving no question of policy, may be made available to qualified applicants by the Chief of the Division of Research and Publication without reference to other officials.

Upon receiving the decision of the chief of the policy division mentioned, with the conditions therein deemed advisable and necessary to prescribe, the Chief of the Division of Research and Publication will thereupon arrange for the applicant to consult the files subject to the conditions mentioned. After the papers have been consulted the applicant will submit all notes, copies of documents, et cetera, which he has made to the Chief of the Division of Research and Publication. The latter, when necessary, will refer these notes, copies, et cetera, to the chief of the policy division concerned for examination if desired by the chief of the latter division. The chief of this policy division may, after such examination, return the papers to the Chief of the Division of Research and Publication for transmittal to the applicant or he may, in his discretion, retain the notes and refuse the applicant permission to use them.

The provisions of this order are to be interpreted as liberally as possible. In this regard it is to be borne in mind that the further it is possible to go in the way of promoting legitimate historical research and the study of the foreign policy of the United States without violating the confidences necessary for the transaction of diplomatic affairs, the more likely the Department will be to receive the support and trust of the intelligent public.

CORDELL HULL.

June 19, 1939.

[F. R. Doc. 39-2488; Filed, July 11, 1939; 3:17 p. m.]

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## *Notices*

## DEPARTMENT OF THE INTERIOR.

### Geological Survey.

### ORDER GRANTING AND DIRECTING A HEARING IN THE MATTER OF A MINIMUM PRICE FIXED AND ESTABLISHED BY THE SECRETARY OF THE INTERIOR FOR COMPUTING ROYALTIES DUE TO THE UNITED STATES ON CRUDE OIL PRODUCED FROM LANCE CREEK FIELD, WYOMING.

1. Under date of May 22, 1939, the Geological Survey submitted a report on a study of crude oil prices currently paid for oil produced from the Salt Creek and Lance Creek fields, Wyoming, and various Mid-Continent fields, and recommended that a minimum price be established for the purpose of computing royalties due to the United States on crude oil produced from Federal lands in the Lance Creek field, Wyoming, on the basis of a price per barrel which is four cents (4¢) per barrel above the price regularly posted by the major purchasers of crude oil in the Mid-Continent area for crude oil of 40° A. P. I. gravity, or currently $1.14 per barrel.

2. The report and recommendations submitted by the Geological Survey were carefully considered by me, and on May 31, 1939, under authority conferred upon the Secretary of the Interior by the Act of February 25, 1920 (Sec. 32, 41 Stat. 450; 30 U.S.C. 189), and in the exercise of the inherent power of the Secretary of the Interior over lands of the public domain, I approved the recommendations of the Geological Survey and fixed and established, effective July 1, 1939, for the purpose of computing royalties due to the United States on crude oil produced from Federal lands in the Lance Creek field, Wyoming, a minimum price of four cents (4¢) per barrel above the price per barrel regularly posted by the major purchasers of crude oil in the Mid-Continent area for crude oil of 40° A. P. I. gravity, or currently $1.14 per barrel.

3. Subsequently, the oil and gas supervisor of the Northwestern District notified the parties concerned of the action taken by me in the premises.

4. Under date of June 26, 1939, Continental Oil Company, The Buck Creek Oil Company, The Ohio Oil Company, and Argo Oil Corporation submitted a joint application for a hearing in the matter of a minimum price fixed and established for the Lance Creek field, Wyoming, and under date of June 28, 1939, Adams Oil and Gas Company and Fremont Corporation submitted a similar joint application for a hearing.

5. The hearing requested will be granted to afford all interested parties an opportunity to present oral arguments and file written briefs.

6. The Assistant Secretary of the Interior is hereby designated to conduct the hearing at Washington, D. C., said hearing to commence at 10 a. m., July 27, 1939.

7. The Director of the Geological Survey is instructed to promulgate this order to all interested parties by registered mail.

8. Effective July 1, 1939, and until further notice, the oil and gas supervisor of the Northwestern District will bill lessees and operators in the Lance Creek field, Wyoming, at the minimum price as fixed and established by me and will cause the following notation to be placed on each monthly royalty statement: "Subject to adjustment upon adjudication of appeals to the Secretary of the Interior."

HAROLD L. ICKES,
*Secretary of the Interior.*

JULY 11, 1939.

[F. R. Doc. 39-2493; Filed, July 12, 1939; 10:30 a. m.]

## DEPARTMENT OF THE INTERIOR.

### National Bituminous Coal Commission.

[General Docket No. 15]

### IN THE MATTER OF THE ESTABLISHMENT OF MINIMUM PRICES AND MARKETING RULES AND REGULATIONS: IN RE MINIMUM PRICES AS COORDINATED FOR DISTRICTS NOS. 9, 10, 11, 12, 13, 14 AND 15

AN ORDER FOR AND NOTICE OF FINAL HEARING IN THE MATTER OF THE ESTABLISHMENT OF MINIMUM PRICES FOR THE COALS PRODUCED IN DISTRICTS NOS. 9, 10, 11, 12, 13, 14 AND 15

Whereas, pursuant to Order No. 249[1] of the Commission and Section 4, II (a) of the Bituminous Coal Act of 1937, the District Boards for each of Districts Nos. 9, 10, 11, 12, 13, 14 and 15 proposed and submitted to the Commission minimum prices for the kinds, qualities, and sizes of coal produced in their respective districts, and

Whereas, pursuant to hearings[2] heretofore held in this Docket No. 15, the Commission made Findings of Fact and Conclusions,[3] relating to said proposals, and approved or modified such proposed minimum prices, as provided by Section 4, II (a) of the Act, to serve as the basis for the coordination provided for in Section 4 II (b) of the Act, and

Whereas, pursuant to Order No. 270,[4] the District Boards for each of Districts Nos. 9, 10, 11, 12, 13, 14 and 15 proposed the price classification of each kind, quality, and size of coal produced by each code member within their respective districts for which no classification had been proposed pursuant to Order No. 249 and which were not included in the schedules approved by the Commission to serve as a basis for coordination, and

Whereas, the Commission, by its Orders Nos. 254, 255, 256, 260, 264 and 266,[5] directed the District Boards for each of Districts Nos. 9, 10, 11, 12, 13, 14 and 15 to coordinate in common consuming market areas upon a fair competitive basis the minimum prices as approved by the Commission for the respective districts to serve as a basis for coordination, and

The District Board for District No. 14, having reported to the Commission, pursuant to Order No. 269, that the approved minimum prices for said district had been coordinated as to all consuming market areas common to District No. 14 and all other districts with which it competes, and having submitted a schedule of such coordinated minimum prices, together with the data upon which they are predicated, to the Commission, and

The District Boards for Districts Nos. 9, 10, 11, 12, 13 and 15 having failed to coordinate said approved minimum prices as to all of their consuming market areas common to any two or more of said districts or common to any of said districts and any other district or districts, and

The Commission, in lieu of said District Boards for Districts Nos. 9, 10, 11, 12, 13 and 15 pursuant to Section 6 (a) of the Act and Order No. 267[6] of the Commission, having coordinated the approved minimum prices for said Districts Nos. 9, 10, 11, 12, 13 and 15 in all of the consuming market areas of each of said districts, and

Whereas, included in said schedules of coordinated minimum prices as coordinated by the Commission, are proposed coordinated minimum prices for the coals of the code members of their respective districts, the price classifications of which were proposed pursuant to Order No. 270, and

Whereas, the consuming market areas in which the aforesaid minimum prices have been coordinated, as above set forth, are numerically designated and geographically described in a document entitled "Consuming Market Areas as Proposed by the National Bituminous Coal Commission Pursuant to Section 4 of the Bituminous Coal Act of 1937", dated April 24, 1939, which document is on file in the Office of the Secretary of the Commission, Washington, D. C., together with a comparison of the descriptions of the former market areas and the present proposed market areas entitled "Comparison of Numbers Designating Former Market Areas (revoked), Market Areas as Coordinated, and Proposed New Numbers therefor", and which documents were published in the FEDERAL REGISTER in its issue of May 4, 1939 at Pages 1831 to 1854, both inclusive, and were also mailed, under date of May 1, 1939, to the Consumers' Counsel, to the Secretary of each District Board and to each code member, and which, by this reference are incorporated herein and made a part hereof, and which will be offered at a final hearing, as hereinafter provided, as the proposals of the Commission, and

Whereas, the aforesaid minimum prices for District No. 14 as coordinated by the District Boards, and the aforesaid minimum prices for Districts Nos. 9, 10, 11, 12, 13 and 15, as coordinated by the Commission, schedules of which are on file in the Office of the Secretary of the Commission, Washington, D. C., and by this reference incorporated herein and made a part hereof, will be offered at a final hearing, as hereinafter provided, as the proposals of the District Board for District No. 14 and as the proposals of the Commission for District Nos. 9, 10, 11, 12, 13 and 15, respectively, and

Whereas, the Commission has found the weighted average of the total costs per net ton produced in each of the minimum Price areas in the calendar year 1936, adjusted as provided by Section 4, II (a) of the Act, to be as follows:

| | *Per net ton* |
|---|---|
| Minimum Price Area 2 (District Nos. 9, 10, 11 and 12) | $1.762 |
| Minimum Price Area 3 (District No. 13) | 2.438 |
| Minimum Price Area 4 (District No. 14) | 3.608 |
| Minimum Price Area 5 (District No. 15) | 2.039 |

Now, therefore, pursuant to the provisions of the Bituminous Coal Act of 1937, the National Bituminous Coal Commission hereby orders and directs:

1. That notice be, and the same is hereby given, that a final hearing will be held before examiners, to be duly designated,[7] commencing at 10 a. m. on the 7th day of August, 1939, at the hearing room of the Commission, 734 15th Street, N. W., Washington, D. C., for the purpose of receiving evidence to enable the Commission to establish minimum prices f. o. b. transportation facilities at the mines for the kinds, qualities and sizes of coal produced in Districts Nos. 9, 10, 11, 12, 13, 14 and 15, as provided by Section 4, II (b) of the Bituminous Coal Act of 1937.

2. That at said hearing, the aforesaid description of consuming market areas, and the aforesaid minimum prices for District No. 14 as coordinated by the District Boards, and the aforesaid minimum prices for Districts 9, 10, 11, 12, 13 and 15, as coordinated by the Commission, respectively, will be offered as proposals, and all interested parties will be afforded an opportunity to present evidence relating to the conformity or nonconformity of said proposed minimum prices with the standards prescribed by Sections 4, II (a) and (b) of the Act, and such other evidence as would enable the Commission to establish minimum prices in conformity with the procedure and standards set forth in Sections 4, II (a) and (b) of the Bituminous Coal Act of 1937. Said proposals shall be subject to such modification as may be warranted by the evidence adduced at the hearing to conform them to the requirements of said Sections 4, II (a) and (b) of the Act.

3. That the record of all proceedings heretofore held in this Docket No. 15, pertaining to the matter of the proposals of minimum prices submitted by the several District Boards, upon which the Commission's prior approval of the minimum prices to serve as a basis for coordination was based, will be made a part of the record of this final hearing.

4. That the Secretary of the Commission be and he is hereby directed to cause the reports of the producers within Minimum Price Areas Nos. 2, 3, 4 and 5, submitted to the Commission pursuant to Order No. 239[8] on Commission Forms D-1 and D-2, relating to the distribution of coal in the calendar year 1937, to be made available for inspection by those interested parties who have filed appearances in this proceeding, during business

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[1] 3 F.R. 2057 DI.

[2] 3 F.R. 2597 DI.

[3] 3 F.R. 3074 DI.

[4] 4 F.R. 1287 DI.

[5] 3 F.R. 3059, 3127, 3128 DI; 4 F.R. 261, 1010, 1087 DI.

[6] 4 F.R. 1286 DI.

[7] 4 F.R. 2926 DI.

[8] 3 F.R. 899 DI.

hours on and after June 29th, 1939, at the offices of the Commission, Walker Building, Washington, D. C., or at such other place as may be hereafter designated upon proper public notice. Notices of appearance may be filed with the Commission at the office of the Secretary, Washington, D. C., or at such other place as may be hereafter designated upon public notice.

Coded listings of invoices for specified periods showing the sizes of coal shipped to certain destinations in the States of Indiana, Illinois, Missouri, Kansas, Nebraska, Minnesota, Tennessee and South Dakota; and the sales prices thereof, will be made available for inspection during business hours at the Offices of the Commission, 734 15th Street NW., Washington, D. C., commencing on July 5th, 1939, by those interested parties who have filed appearances in this proceeding.

5. That the Secretary of the Commission be and he is hereby directed to cause a copy of this Order for and Notice of Hearing, together with a copy of each of the aforesaid proposed coordinated minimum price schedules for Districts Nos. 9, 10, 11, 12, 13, 14 and 15 to be published forthwith in the FEDERAL REGISTER; and to cause copies thereof to be mailed to the Consumers' Counsel and to the Secretary of each District Board; and shall cause to be mailed to each code member a copy of this Order and Notice, and shall cause to be mailed to each code member within Districts Nos. 9, 10, 11, 12, 13, 14 and 15 a copy of the schedule of proposed coordinated minimum prices for the district of such code member; and shall cause to be made available for inspection by all interested parties at the proper Statistical Bureau of the Commission copies of the schedule for the respective district.

By order of the Commission.
Dated this 28th day of June 1939.

[SEAL] F. WITCHER MCCULLOUGH,
*Secretary.*

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## SCHEDULE OF PROPOSED COORDINATED MINIMUM PRICES FOR DISTRICT NO. 9

### FOR ALL SHIPMENTS EXCEPT TRUCK

*Listing of Code Members, Mines, Mine Index Nos., Seam, and Freight Origin Group—(For Shipment by Railroad)*

| Mine index no. | Code member | Mine | Seam | Freight origin group |
|---|---|---|---|---|
| 1 | Beech Creek Coal Company. | Beech Creek | 9 | 30 |
| 3 | Bevier Lamb Mining Company. | 1 and 3 | 9 | 30 |
| 81 | Blue Grass Coal Products Co. | Waco | 9 | 20 |
| 8 | Blue Valley Coal Corp. | Blue Valley | 9 | 10 |
| 69 | Bridges, R. A. Coal Co. | Roberts | 14 | 30 |
| 6 | Bridges, W. W. Receiver, (Black Dimond Coal Co.). | No. 2 | 9 | 30 |
| 7 | Bridges, W. W. Receiver, (Black Diamond Coal Co.) | No. 3 | 9 | 30 |
| 11 | Brown Mines, M. B. | M. B. Brown | 6 | 10 |
| 67 | Carbon Valley Coal Co. | Carbon Valley | 11 | 10 |
| 13 | Charleston Collieries. |  | 6 | 10 |
| 16 | Crescent Coal Company. | Crescent No. 2 | 9 | 30 |
| 20 | Dawson Daylight Coal Co. | Dawson Daylight No. 9. | 9 | 10 |
| 19 | Dawson Daylight Coal Co. | Dawson Daylight No. 6. | 6 | 10 |
| 18 | Dawson Collieries Inc. | Dawson Collieries | 6 | 10 |
| 22 | Diamond Coal Company. | No. 1 | 9 | 50 |
| 23 | Diamond Coal Company. | No. 2 | 9 | 50 |
| 25 | Duvin Coal Company. | Duvin | 9 | 50 |
| 27 | Empire Mining Co. | Empire | 6 | 30 |
| 30 | Flat Creek Coal Co. | Flat Creek | 9 | 10 |
| 5 | Fort Hartford Coal Co. | Tichenor | 14 | 30 |
| 36 | Grapevine Coal Company. | Grapevine | 9 | 40 |
| 55 | Greenville Coal Co. | Martwick | 9 | 10 |
| 58 | Hart Coal Company. | Moss Hill | 9 | 40 |
| 79 | Hart Coal Company. | Victoria | 11 | 40 |
| 40 | Highland Creek Coal Co. | Highland Creek | 11 | 20 |
| 38 | High View Mining Co. | Hamilton 1 and 2. | 14 | River |
| 44 | Kirk Coal Mining Co. | Kirk | 9 | 30 |
| 46 | Lakeview Coal Company. | Lakeview Coal Co. | 6 | 10 |
| 47 | Lakeview Coal Company. | Lakeview Coal Co. No. 2. | 6 | 10 |
| 48 | Lakeview Coal Company. | Lakeview Coal Co. No. 3. | 6 | 10 |
| 49 | Lakeview Coal Company. | Lakeview Coal Co. No. 4. | 6 | 10 |
| 14 | Lick Creek Coal Co. | Charleston | 6 | 10 |
| 26 | Louisville Gas & Elec. Co. | Echols | 9 | 10 |
| 32 | Luton, C. B. | Gem | 9 | 30 |
| 77 | Luton Mining Company. | Tulno | 9 | 30 |
| 51 | Luzerne Graham Mng. Corp. | Luzerne | 9 | 10 |
| 35 | Luzerne Graham Mng. Corp. | Graham | 9 | 10 |
| 88 | Maginnis Coal Company. | Maginnis No. 1 | 9 | 20 |
| 53 | Maddox Coal Company. | Maddox | 9 | 10 |
| 56 | Morgan Coal Co., F. C. | Morgan | 6 | 10 |
| 59 | Nelson Creek Coal Co. | Nelson | 9 | 10 |
| 60 | Newcoal Corporation. | Newcoal | 11 | 30 |
| 15 | Norton Coal Corporation. | Crabtree | 11 | 10 |
| 63 | Norton Coal Corporation. | Nortonville No. 1. | 9 | 40 |
| 64 | Pacific Coal Company. | Pacific | 9 | 10 |
| 65 | Providence Coal Mng. Co. | Providence No. 3. | 9 | 50 |
| 28 | Reinecke Coal Mining Co. | Eureka | 11 | 30 |
| 72 | Sentry Coal Company. | Sentry | 14 | 10 |
| 2 | Shearn Coal Company. | Belcano | 6 | 30 |
| 73 | Sixth Vein Coal Company. | Sixth Vein | 6 | 10 |
| 42 | Southland Mining Co. | Keystone | 9 | 30 |
| 17 | Sterling Coal Co. of Ky. | Daniel Boone No. 9. | 9 | 10 |
| 76 | Trio Coal Co. of Kentucky. | Trio | 11 | 30 |
| 24 | Vencill, A. B. | Vencill | 9 | 30 |
| 80 | Victory Coal Company. | Victory | 11 | 30 |
| 45 | West Kentucky Coal Company. | Kentucky Block No. 2. | 11 | 40 |
| 82 | West Kentucky Coal Company. | No. 2 | 9 | 20 |
| 83 | West Kentucky Coal Company. | No. [illegible] | 11 | 20 |
| 84 | West Kentucky Coal Company. | No. 6 | 9 | 20 |
| 85 | West Kentucky Coal Company. | No. 8 | 9 | 20 |
| 86 | West Kentucky Coal Company. | No. 10 | 9 | 20 |
| 62 | West Kentucky Coal Company. | North Diamond | 9 | 40 |
| 31 | West Kentucky Coal Company. | Fox Run | 9 | 10 |
| 10 | Wickliffe Coal Company. | Browder | 9 | 30 |
| 87 | Williams Coal Company. | Williams | 6 | 30 |

### PRICE INSTRUCTIONS AND EXCEPTIONS (FOR SHIPMENT BY RAILROAD)

1. All prices shown herein are in cents per net ton of 2,000 pounds and apply f. o. b. transportation facilities at mines.

2. All prices are subject to the effective Marketing Rules and Regulations and the Rules and Regulations governing distributors.

3. All size designations are for round hole screens. When screens having other types of openings are used and the percentage of over-size, as determined in accordance with the method of test prescribed by A. S. T. M. designation D-410-38, exceeds 5% the price for the next higher Size Group Classification for that mine shall apply.

4. The Market Areas used in this schedule are those areas numerically designated and geographically described in the document entitled, "Consuming Market Areas as Proposed by the National Bituminous Coal Commission pursuant to Section 4 of the Bituminous Coal Act of 1937," dated April 24, 1939.

5. The prices herein established for mines shipping by railways shall be applicable to all coal shipped by conveyances other than trucks or wagons.

6. Railway Locomotive Fuel prices herein designated shall not be used in the sale of coal to railways other than those recognized as common carriers by the Interstate Commerce Commission or by the Canadian Railways Commission.

7. All lump or double screened coal subjected to any chemical, oil or wax process for allaying dust shall be priced at not less than 10 cents per net ton above the prices shown herein.

8. The term "*Industrial Coal*" as used in this schedule is coal used in industrial plants which buy and receive coal in carload quantities for their own use.

9. The term "*Domestic Coal*" as used in this schedule is coal other than that defined as "Industrial Coal."

*Size Group Description—(For Shipment by Railroad)*

| Size group No. | Lump and M/R | Double screened |
|---|---|---|
| 1 | All Lump coal larger than 4″. | All Egg coal with bottom size larger than 4″. |
| 2 | All Lump coal 4″ and smaller but larger than 3″. | All Egg coal with a top size larger than 6″ and a bottom size 3″ and larger, but not larger than 4″, and includes 6″ x 4″ Egg. |
| 3 | All Lump coal 3″ and smaller, but larger than 2″. | All Egg coal with a bottom size larger than 2″ but not larger than 3″, and a top size not larger than 6″. |
| 4 | All Lump coal 2″ and smaller, but larger than 1½″. | All Egg coal with a bottom size larger than 1½″ but not larger than 2″, and a top size larger than 4″. |
| 5 | ---------- | All Double Screened coals with a bottom size larger than 1½″ but not larger than 2″, and a top size larger than 3′ but not larger than 4″. |
| 6 | ---------- | All Double Screened coals with a bottom size larger than 1½″ but not larger than 2″, and a top size larger than 2″ but not larger than 3″. |
| 7 | All Lump coal 1½″ or smaller. | All Double Screened coals with a top size larger than 3″ and a bottom size not larger than 1½″. |
| 8 | ---------- | All Double Screened coals with a top size larger than 2″ but not larger than 3″ and a bottom size not larger than 1½″. |
| 9 | Straight Mine Run, no fines removed.<br>Mine Run, modified by the removal of any intermediate size or sizes, no fines removed.<br>All Resultants larger than 2″, no fines removed. | |
| 10 | ---------- | All Double Screened coal *not* mechanically cleaned with a top size not larger than 2″ but larger than 1½″, and a bottom size larger than ⅜″. |
| 11 | ---------- | All Double Screened coals *not* mechanically cleaned with a top size not larger than 2″ but larger than 1½″, and a bottom size not larger than ⅜″ but larger than $\frac{3}{32}$″ or 10 mesh. |
| 12 | ---------- | All Double Screened coals *not* mechanically cleaned with a top size not larger than 1½″ but larger than ¾″, and a bottom size larger than ⅜″. |
| 13 | ---------- | All Double Screened coals *not* mechanically cleaned with a top size not larger than 1½″, and a bottom size ⅜″ and smaller. |

## Screenings

Size group No. 14.—Modified Screenings having a top size 2″ and smaller but larger than 1½″, and a bottom size not larger than 8 mesh.

Size group No. 15.—Modified Screenings having a top size 1½″ and smaller but larger than 1¼″, and a bottom size not larger than 8 mesh.

Size group No. 16.—Modified Screenings having a top size 1¼″ and smaller but larger than 1″, and a bottom size not larger than 8 mesh.

Size group No. 17.—Modified Screenings having a top size 1″ and smaller, and a bottom size not larger than 8 mesh.

Size group No. 18.—All Screenings *not* mechanically cleaned having a top size 2″ and smaller, but larger than 1½″, no fines removed.

Size group No. 19.—All Screenings *not* mechanically cleaned having a top size 1½″ and smaller, but larger than 1¼″, no fines removed.

Size group No. 20.—All Screenings *not* mechanically cleaned having a top size 1¼″ and smaller but larger than 1″, no fines removed.

Size group No. 21.—All Screenings *not* mechanically cleaned having a top size 1″ and smaller but larger than ⅜″, no fines removed.

Size group No. 22.—All Screenings *not* mechanically cleaned having a top size ⅜″ and smaller but larger than ¼″, no fines removed.

Size group No. 23.—Carbon — All Screenings *not* mechanically cleaned having a top size ¼″ and smaller.

*Prices F. O. B. Mines, for Shipment by Railroad, Applicable for All Uses Except Railroad Locomotive Fuel Subject to Price Instructions and Exceptions and Notes Shown Below*

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 33, 35, 36, 37, 38, 39, 41, 42, 43, 44, 45, 46, 200, 201, 202, 203, 204, 205, 206, 207, and Omaha, Nebraska (58)<br>Mine index Nos. | 1 | 2 | 3 | 4 | 5, 6 | 7, 8 | 9 | 10 | 11, 12, 13 | 14 | 15, 16, 17 | 18 | 19, 20, 21 | 22, 23 |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 230 | 230 | 230 | 210 | 205 | 195 | 185 | 190 | 170 | 180 | 170 | 170 | 160 | 110 |
| 72 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 180 | 160 | 155 | 145 | 135 | 135 | 85 |
| 72 | [1]230 | [1]225 | [1]220 | [1]210 | [1]205 | [1]195 | ----- | [1]190 | [1]170 | ----- | ----- | [1]160 | [1]150 | [1]130 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 205 | 200 | 195 | 190 | 180 | 170 | 165 | 155 | 135 | 120 | 110 | 110 | 100 | 50 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2]185 | [2]185 | [2]180 | [2]175 | [2]165 | 165 | 165 | 155 | 135 | 120 | 110 | 110 | 100 | 50 |
| 28, 40, 45, 60, 67, 76, 80, 81 | [3]205 | [3]200 | [3]195 | [3]190 | [3]180 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.
[2] The prices shown are applicable only to "Domestic Coal."
[3] The prices shown are applicable only to "Industrial Coal."

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31<br>Mine index Nos. | 1, 2 | 3 | 4 | 5, 6 | 7, 8 | 9 | 10, 11 | 12, 13 | 14, 15, 16 | 17 | 18, 19, 20 | 21 | 22 | 23 |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 230 | 215 | 190 | 190 | 190 | 180 | 185 | 180 | 200 | 190 | 185 | 180 | 150 | 140 |
| 72 | 230 | 205 | 190 | 190 | 190 | 180 | 175 | 170 | 175 | 165 | 160 | 155 | 125 | 115 |
| 72 | [1]230 | [1]205 | [1]190 | [1]190 | [1]190 | ----- | [1]185 | [1]180 | ----- | ----- | [1]175 | [1]170 | [1]170 | [1]160 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 205 | 180 | 170 | 165 | 165 | 160 | 150 | 145 | 140 | 130 | 125 | 120 | 90 | 80 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2]185 | [2]165 | [2]155 | [2]150 | 160 | 160 | 150 | 145 | 140 | 130 | 125 | 120 | 90 | 80 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3]205 | [3]180 | [3]170 | [3]165 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.
[2] The prices shown are applicable only to "Industrial Coal."
[3] The prices shown are applicable only to "Domestic Coal."

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34<br>Mine index Nos. | 1 | 2 | 3 | 4 | 5, 6 | 7, 8 | 9 | 10 | 11 | 12, 13 | 14 | 15, 16, 17 | 18 | 19, 20, 21 | 22, 23 |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 266 | 266 | 266 | 246 | 241 | 231 | 221 | 226 | 206 | 206 | 216 | 206 | 206 | 196 | 146 |
| 72 | 266 | 261 | 256 | 246 | 241 | 231 | 221 | 216 | 196 | 196 | 191 | 181 | 171 | 171 | 121 |
| 72 | [1]266 | [1]261 | [1]256 | [1]246 | [1]241 | [1]231 | ----- | [1]226 | [1]206 | [1]206 | ----- | ----- | [1]196 | [1]186 | [1]166 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 241 | 236 | 231 | 226 | 216 | 206 | 201 | 191 | 171 | 171 | 156 | 146 | 146 | 136 | 86 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2]221 | [2]221 | [2]216 | [2]211 | [2]201 | 201 | 201 | 191 | 171 | 171 | 156 | 146 | 146 | 136 | 86 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3]241 | [3]236 | [3]231 | [3]226 | [3]216 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.
[2] The prices shown are applicable only to "Domestic Coal."
[3] The prices shown are applicable only to "Industrial Coal."

*Prices F. O. B. Mines, for Shipment by Railroad, Applicable for All Uses Except Railroad Locomotive Fuel Subject to Price Instructions and Exceptions and Notes Shown Below*—Continued

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| To destinations in *Illinois* only, in Market Area 40* | 1 | 2 | 3 | 4 | 5, 6 | 7, 8 | 9 | 10 | 11, 12, 13 | 14 | 15, 16, 17 | 18 | 19, 20, 21 | 22, 23 |
| Mine index Nos. | | | | | | | | | | | | | | |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 222 | 222 | 222 | 202 | 197 | 187 | 177 | 182 | 162 | 172 | 162 | 162 | 152 | 102 |
| 72 | 222 | 217 | 212 | 202 | 197 | 187 | 177 | 172 | 152 | 147 | 137 | 127 | 127 | 77 |
| 72 | [1]222 | [1]217 | [1]212 | [1]202 | [1]197 | [1]187 | ---- | [1]182 | [1]162 | ---- | ---- | [1]152 | [1]142 | [1]122 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 197 | 192 | 187 | 182 | 172 | 162 | 157 | 147 | 127 | 112 | 102 | 102 | 92 | 42 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2]177 | [2]177 | [2]172 | [2]167 | [2]157 | 157 | 157 | 147 | 127 | 112 | 102 | 102 | 92 | 47 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3]197 | [3]192 | [3]187 | [3]182 | [3]172 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

[1] The prices shown are applicable to coal when washed.
[2] The prices shown are applicable only to "Domestic Coal."
[3] The prices shown are applicable only to "Industrial Coal."

*When shipments are made to destinations in *Missouri* only, in Market Area 40, a code member mine may reduce the price shown for the size of coal shipped in an amount not exceeding 5 cents per net ton.

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 47, 48, 49, 55, 60, 61, 62, 63, 64, 65, 67, 68 | 1 | 2 | 3 | 4 | 5, 6 | 7, 8 | 9 | 10 | 11, 12, 13 | 14 | 15, 16, 17 | 18 | 19, 20, 21 | 22, 23 |
| Mine index Nos. | | | | | | | | | | | | | | |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 250 | 250 | 250 | 230 | 225 | 215 | 205 | 210 | 190 | 200 | 190 | 190 | 180 | 130 |
| 72 | 250 | 245 | 240 | 230 | 225 | 215 | 205 | 200 | 180 | 175 | 165 | 155 | 155 | 105 |
| 72 | [1]250 | [1]245 | [1]240 | [1]230 | [1]225 | [1]215 | ---- | [1]210 | [1]190 | ---- | ---- | [1]180 | [1]170 | [1]150 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 225 | 220 | 215 | 210 | 200 | 190 | 185 | 175 | 155 | 140 | 130 | 130 | 120 | 70 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2]205 | [2]205 | [2]200 | [2]195 | [2]185 | 185 | 185 | 175 | 155 | 140 | 130 | 130 | 120 | 70 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3]225 | [3]220 | [3]215 | [3]210 | [3]200 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

[1] The prices shown are applicable to coal when washed.
[2] The prices shown are applicable only to "Domestic Coal."
[3] The prices shown are applicable only to "Industrial Coal."

*Prices F. O. B. Mines, for Shipment by Railroad, Applicable for All Uses Except Railroad Locomotive Fuel Subject to Price Instructions and Exceptions and Notes Shown Below*—Continued

| Market Areas | Prices and size group Nos. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50,* 52,* 53* and 54* | 1 | 2 | 3 | 4 | 5, 6 | 7, 8 | 9 | 10 | 11, 12, 13 | 14 | 15, 16, 17 | 18 | 19, 20, 21 | 22, 23 |
| Mine index Nos. | | | | | | | | | | | | | | |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 250 | 250 | 250 | 230 | 225 | 215 | 205 | 210 | 190 | 200 | 190 | 190 | 180 | 130 |
| 72 | 250 | 245 | 240 | 230 | 225 | 215 | 205 | 200 | 180 | 175 | 165 | 155 | 155 | 105 |
| 72 | [1]250 | [1]245 | [1]240 | [1]230 | [1]225 | [1]215 | ---- | [1]210 | [1]190 | ---- | ---- | [1]180 | [1]170 | [1]150 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 225 | 220 | 215 | 210 | 200 | 190 | 185 | 175 | 155 | 140 | 130 | 130 | 120 | 70 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2]205 | [2]205 | [2]200 | [2]195 | [2]185 | 185 | 185 | 175 | 155 | 140 | 130 | 130 | 120 | 70 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3]225 | [3]220 | [3]215 | [3]210 | [3]200 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

[1] The prices shown are applicable to coal when washed.
[2] The prices shown are applicable only to "Domestic Coal."
[3] The prices shown are applicable only to "Industrial Coal."

*When shipments are made to the following towns in Market Areas 50, 52, 53 and 54, a code member mine may reduce the prices shown herein for such sizes shipped by an amount not exceeding 20 cents per net ton:

Market Area 50: Bellevue, Cameron, Clayton, Dubuque, Eckards, Edmore, Elk River Jct., Gordon's Ferry, Green Island, Harper's Ferry, Heytman's Kaing, Lansing, Lyons, McGregor, Marquette, New Albin, North Bellevue, North Buena Vista, Oak Springs, Pleasant Creek, Sabula, Smith's Smy Magill, Specht's Ferry, Turkey River, Turkey River Jct., Waupeton, Wilkins, Waukon Jct.

Market Area 52: Buffalo, Fairport, Linwood, Montpelier, Muscatine.

Market Area 53: Burlington, West Keithsburg.

Market Area 54: Beck, Bullard, Ft. Madison, Keokuk, Montrose, Sandusky, Spring Grove, Wever, Viele.

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 56*, 57*, 58*, 59*, and 66* | 1 | 2 | 3 | 4 | 5, 6 | 7, 8 | 9 | 10 | 11, 12, 13 | 14 | 15, 16, 17 | 18 | 19, 20, 21 | 22, 23 |
| Mine index Nos. | | | | | | | | | | | | | | |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 250 | 250 | 250 | 230 | 225 | 215 | 205 | 210 | 190 | 200 | 190 | 190 | 180 | 130 |
| 72 | 250 | 245 | 240 | 230 | 225 | 215 | 205 | 200 | 180 | 175 | 165 | 155 | 155 | 105 |
| 72 | [1]250 | [1]245 | [1]240 | [1]230 | [1]225 | [1]215 | ---- | [3]210 | [1]190 | ---- | ---- | [1]180 | [1]170 | [1]150 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 225 | 220 | 215 | 210 | 200 | 190 | 185 | 175 | 155 | 140 | 130 | 130 | 120 | 70 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2]205 | [2]205 | [2]200 | [2]195 | [2]185 | 185 | 185 | 175 | 155 | 140 | 130 | 130 | 120 | 70 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3]225 | [3]220 | [3]215 | [3]210 | [3]200 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

[1] The prices shown are applicable to coal when washed.
[2] The prices shown are applicable only to "Domestic Coal."
[3] The prices shown are applicable only to "Industrial Coal."

*When shipments are made to the following towns in Market Areas 56, 57, 58, 59 and 66, a code member mine may reduce the prices shown herein for such sizes shipped by an amount not exceeding 20 cents per net ton:

Market Area 56: Sioux City.

Market Area 57: Ascol, Blenco, California Jct., Clara, Missouri Valley, Modale, Mondamin, Onawa and River Sioux.

Market Area 58: Council Bluffs.

Market Area 59: Folsom and Island Park.

Market Area 66: Bartlett, Crosby, Hamburg, McPaul, Pacific Jct., Payne and Percival.

*Prices F. O. B. Mines, for Shipment by Railroad, Applicable for All Uses Except Railroad Locomotive Fuel Subject to Price Instructions and Exceptions and Notes Shown Below*—Continued

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69, 70, 72, 74, 75<br>Mine index Nos. | 1 | 2 | 3 | 4 | 5.6 | 7, 8 | 9 | 10 | 11, 12, 13 | 14 | 15, 16, 17 | 18 | 19, 20, 21 | 22, 23 |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87. | 225 | 225 | 225 | 205 | 200 | 190 | 180 | 185 | 165 | 175 | 165 | 165 | 155 | 105 |
| 72 | 225 | 220 | 235 | 205 | 200 | 190 | 180 | 175 | 155 | 150 | 140 | 130 | 130 | 80 |
| 72 | [3]225 | [3]220 | [3]215 | [3]205 | [3]200 | [3]190 | ----- | [3]185 | [3]165 | ----- | ----- | [3]155 | [3]145 | [3]125 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 200 | 195 | 190 | 185 | 175 | 165 | 160 | 150 | 130 | 115 | 105 | 105 | 95 | 45 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2]180 | [2]180 | [2]175 | [2]170 | [2]160 | 160 | 160 | 150 | 130 | 115 | 105 | 105 | 95 | 45 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3]200 | [3]195 | [3]190 | [3]185 | [3]175 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.
[2] The prices shown are applicable only to "Domestic Coal."
[3] The prices shown are applicable only to "Industrial Coal."

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 71* and 73*<br>Mine Index Nos. | 1 | 2 | 3 | 4 | 5, 6 | 7, 8 | 9 | 10 | 11, 12, 13 | 14 | 15, 16, 17 | 18 | 19, 20, 21 | 22, 23 |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 230 | 230 | 230 | 210 | 205 | 195 | 185 | 190 | 170 | 180 | 170 | 170 | 160 | 110 |
| 72 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 180 | 160 | 155 | 145 | 135 | 135 | 85 |
| 72 | [1]230 | [1]225 | [1]220 | [1]210 | [1]205 | [1]195 | ----- | [1]190 | [1]170 | ----- | ----- | [1]160 | [1]150 | [1]130 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 205 | 200 | 195 | 190 | 180 | 170 | 165 | 155 | 135 | 120 | 110 | 110 | 100 | 50 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2]185 | [2]185 | [2]180 | [2]175 | [2]165 | 165 | 165 | 155 | 135 | 120 | 110 | 110 | 100 | 50 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3]205 | [3]200 | [3]195 | [3]190 | [3]180 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable only to "Domestic Coal".
[2] The prices shown are applicable only to "Industrial Coal".
[3] The prices shown are applicable to coal when washed.
*See Tables Nos. 1 and 2 for differentials applicable to prices shown herein when shipments are made to destinations in Market Areas 71 and 73, as shown in Tables Nos. 1 and 2.

### TABLE No. 1 (*see prices—Market area 73*).—*Differentials in Cents per Net Ton Applicable to F. O. B. Mine Prices Shown for Market Area 73 When Shipments Are Made From Any Mine to the Following Destinations in Market Area 73*

[Subject to price instructions and exceptions]

| Destination | Applicable to size groups | |
|---|---|---|
| Advance | −30 | ------ |
| Alfalfa Center | ------ | +10 |
| Alfreys | −40 | ------ |
| Allenville | ------ | +10 |
| Ancell | −34 | ------ |
| Angus | ------ | +10 |
| Amiston | −45 | ------ |
| Arbor | −30 | ------ |
| Ash Hill (Butler Co.) | ------ | +10 |
| Avert | −40 | ------ |
| Bainbridge (Cape Girardeau Co.) | −15 | ------ |
| Bell City (Stoddard Co.) | −30 | ------ |
| Bernie | −35 | ------ |
| Bertrand | ------ | +10 |
| Bessville | ------ | +10 |
| Big River | −50 | ------ |
| Bird's Point (Hardy's Landing) | ------ | +10 |
| Bird's Point | ------ | +10 |
| Bismark | −30 | ------ |
| Blodgett | ------ | +10 |
| Blomeyer | −34 | ------ |
| Blum | ------ | +10 |
| Bonne Terre | −34 | ------ |
| Boston-Elvine | −4 | ------ |
| Brickeys | −14 | ------ |
| Brooks Jct | −40 | ------ |
| Broseley | −30 | ------ |
| Browns (New Madrid Co.) | ------ | +10 |
| Brownwood | −30 | ------ |
| Buckeye | ------ | +10 |
| Buflington | ------ | +10 |
| Campbell (Dunklin Co.), SLSF | −55 | ------ |
| Campbell (Dunklin Co.), STLSW | −55 | ------ |
| Canalou | −50 | ------ |
| Caney Creek | ------ | +10 |
| Cape Girardeau | −34 | ------ |
| Catalpa | ------ | +10 |
| Catron | −55 | ------ |
| Central | −34 | ------ |
| Chaffee | −34 | ------ |
| Champion | −20 | ------ |
| Chaonia | −35 | ------ |
| Charleston | ------ | +10 |
| Charter Oak | −25 | ------ |
| Clarkton | −55 | ------ |
| Como | −55 | ------ |
| Cornwall | ------ | +10 |
| Crosno | ------ | +10 |
| Crowder | −50 | ------ |
| Crystal City, M-I | −14 | ------ |
| Crystal City, SLSF | −14 | ------ |
| Crystal Jct., M-I | −14 | ------ |
| Dale (Stoddard Co.) | −30 | ------ |
| Delta, MP | ------ | +10 |
| Delta, SLSF & StLSW | −34 | ------ |
| Derby | −34 | ------ |
| Desloge | −34 | ------ |
| Deventer | ------ | +10 |
| Dexter, MP | ------ | +10 |
| Dexter, STLSW | −45 | ------ |
| Dexter Jct., STLSW CRSG | ------ | +10 |
| Diehlstadt | ------ | +10 |
| Dodds | −55 | ------ |
| Doe Run | −45 | ------ |
| Doe Run Jct | −45 | ------ |
| Doniphan | ------ | +10 |
| Doubling Track (Wayne Co.) | −35 | ------ |
| Dudley | ------ | +10 |
| Dutch Town | ------ | +10 |
| Eaglette | −30 | ------ |
| East Prairie | −45 | ------ |
| Elvins | −34 | ------ |
| Empire Spur | ------ | +10 |
| Essex | ------ | +10 |
| Esther | −34 | ------ |
| Fague | −30 | ------ |
| Farmington | −92 | ------ |
| Festus, MI | −14 | ------ |
| Festus, SLSF | −14 | ------ |
| Fisk | ------ | +10 |
| Flat River | −34 | ------ |
| Flucos | −50 | ------ |
| Fornfelt | −34 | ------ |
| Fredericktown | ------ | +10 |
| Fuget | ------ | +10 |
| Gibson | −55 | ------ |
| Gideon, SLSF | −55 | ------ |
| Gideon, STLSW | −55 | ------ |
| Glen Allen | ------ | +10 |
| Gordonville | ------ | +10 |
| Gray Ridge | ------ | +10 |
| Green Cox | −30 | ------ |
| Grisham | ------ | +10 |
| Guam | −40 | ------ |
| Hallett | ------ | +10 |
| Harviell, MP | ------ | +10 |
| Harviell, SLSF | −40 | ------ |
| Henderson Mound | −45 | ------ |
| Hendrickson | ------ | +10 |
| Henson | ------ | +10 |
| Herculaneum | −50 | ------ |
| Hilliard | ------ | +10 |
| Holcomb | −45 | ------ |
| Hough (Miss. Co.) | ------ | +10 |
| Howe | −50 | ------ |
| Hubbelle | ------ | +10 |
| Hunterville | ------ | +10 |
| Hurryville | −34 | ------ |
| Idalia | −40 | ------ |
| Idlewild | −30 | ------ |
| Illmo, MP | ------ | +10 |
| Illmo, STLSW | −34 | ------ |
| Ives | ------ | +10 |
| Jackson (Cape Gir. Co.) | ------ | +10 |
| Juanita | −20 | ------ |
| Junland | ------ | +10 |
| Kaechels | −34 | ------ |
| Keeners | ------ | +10 |
| Kewanee | −25 | ------ |
| Kinder | −30 | ------ |
| Kyger Spur | ------ | +10 |
| Laflin | ------ | +10 |
| La Forge | −45 | ------ |
| La Valle | −25 | ------ |
| Leadwood | −34 | ------ |
| Lilbourn, SLSF | −55 | ------ |
| Lilbourn, STLSW | −55 | ------ |
| Linstead | −30 | ------ |
| Little River | ------ | +10 |
| Lorwood | −55 | ------ |
| Lutesville | ------ | +10 |
| McBride | −14 | ------ |
| McCredie | −14 | ------ |
| McGuies | −55 | ------ |
| McMullin | −50 | ------ |
| Malden, SLSF | −55 | ------ |
| Malden, STLSW | −55 | ------ |
| Marbleton | −14 | ------ |
| Marie (Perry Co.) | −14 | ------ |
| Marlo | −44 | ------ |
| Marquand | ------ | +10 |
| Marquette | −34 | ------ |
| Marston | −25 | ------ |
| Matthews (New Madrid Co.) | −25 | ------ |
| Melby | −55 | ------ |
| Melon Switch | ------ | +10 |
| Menfro | −14 | ------ |
| Mesler | −30 | ------ |
| Millers (Ste Genevieve Co.) | −34 | ------ |
| Miner | ------ | +10 |
| Mingo | −30 | ------ |
| Morehouse, MP | ------ | +10 |
| Morehouse, SLSF | −50 | ------ |
| Morley | ------ | +10 |
| Mosher | −24 | ------ |
| Naylor, MP | ------ | +10 |
| Naylor, SLSF | −40 | ------ |
| Neelys | −14 | ------ |
| Neelyville | ------ | +10 |
| New Offenburg | −44 | ------ |
| Noxall | −25 | ------ |
| O'Neill | −55 | ------ |
| Ogborn | −34 | ------ |
| Ojibway | −35 | ------ |
| Oran, MP | ------ | +10 |
| Oran, SLSF | −40 | ------ |

### TABLE NO. 1 (*see prices—Market area 73*).—*Differentials in Cents per Net Ton Applicable to F. O. B. Mine Prices Shown for Market Area 73 When Shipments Are Made From Any Mine to the Following Destinations in Market Area 73*—Continued

| Destination | Applicable to size groups | |
|---|---|---|
| Owenmont | ------ | +10 |
| Owens | ------ | +10 |
| Oxly | ------ | +10 |
| Painton | −30 | ------ |
| Parma | −55 | ------ |
| Perkins | −30 | ------ |
| Perryville Jct | −14 | ------ |
| Pit | −14 | ------ |
| Plattin | −50 | ------ |
| Poplar Bluff (Butler Co.), MP | ------ | +10 |
| Poplar Bluff (Butler Co.), SLSF | −30 | ------ |
| Poplar Jct | −30 | ------ |
| Providence (Dunklin Co.) | −55 | ------ |
| Pulaski | ------ | +10 |
| Puxico | −30 | ------ |
| Quarry | −34 | ------ |
| Qulin | −30 | ------ |
| Randles | −30 | ------ |
| Riga | −40 | ------ |
| Risco | −55 | ------ |
| Ristine | −45 | ------ |
| Rivermines | −34 | ------ |
| Rockview | −34 | ------ |
| Rodney | ------ | +10 |
| Rombauer | −30 | ------ |
| Rudd | −45 | ------ |
| Rumsey Spur | ------ | +10 |
| Rush Tower | −14 | ------ |
| St. Francois | −34 | ------ |
| Ste. Genevieve, MI | −14 | ------ |
| Ste. Genevieve, SLSF | −14 | ------ |
| St. Joseph Lead Co., Federal Plant | −34 | ------ |
| St. Marys | −14 | ------ |
| Salcedo | −50 | ------ |
| Samos, MP | ------ | +10 |
| Samos, STLSW | −45 | ------ |
| Sand Pit | −14 | ------ |
| Sand Spur | ------ | +10 |
| Sargent (Scott Co.) | ------ | +10 |
| Sawyer (Butler Co.) | −30 | ------ |
| Seeburger | −5 | ------ |
| Seventy-Six | −14 | ------ |
| Sheehan | ------ | +10 |
| Sikeston, MP | ------ | +10 |
| Sikeston, SLSF | −50 | ------ |
| Sinsabaugh | −10 | ------ |
| Sprott | −34 | ------ |
| Sturdivant | −30 | ------ |
| Tallipoosa | −55 | ------ |
| Tanner | −50 | ------ |
| Taskee | −35 | ------ |
| Thomure | −14 | ------ |
| Townley | −35 | ------ |
| Tram Switch | −50 | ------ |
| Tunnel (St. Francois Co.) | −50 | ------ |
| Tyspur | ------ | +10 |
| Valles Mines | −50 | ------ |
| Vanduser | −50 | ------ |
| Wahite Spur | ------ | +10 |
| Wappapello | −35 | ------ |
| Weingarten | −44 | ------ |
| White Water | ------ | +10 |
| Wilby | ------ | +10 |
| Williamsville, MP | ------ | +10 |
| Williamsville, SLSF | −35 | ------ |
| Wittenberg | −14 | ------ |
| Wyatt | −45 | ------ |
| Zell | −44 | ------ |

TABLE NO. 1 (*see prices—Market area 73*).—*Differentials in Cents per Net Ton Applicable to F. O. B. Mine Prices Shown for Market Area 73 When Shipments Are Made From Any Mine to the Following Destinations in Market Area 73*—Continued

NOTE.—A code member mine may reduce the price by the amount shown for the size of coal shipped where a minus amount in cents per ton is shown opposite such destination, and a code member mine shall increase the price by the amount shown where a plus amount in cents per ton is shown.

### TABLE NO. 2 (*see prices—Market area 71*).—*Differentials in Cents per Net Ton Applicable to F. O. B. Mine Prices Shown for Market Area 71 When Shipments Are Made From Any Mine to the Following Destinations in Market Area 71*

[Subject to price instructions and exceptions]

| Destination | Applicable to size groups | |
|---|---|---|
| | 1 to 9, inclusive | 10 to 23, inclusive |
| Blase | −5 | −5 |
| Firma | −5 | 0 |
| Kampville | −5 | −5 |
| Machens | −5 | −5 |
| Maywood | −5 | −5 |
| Old Monroe | −5 | 0 |
| Orchard Farm | −5 | −5 |
| Peruque | −5 | 0 |
| Taylor | −5 | −5 |
| White Bear | −5 | −5 |
| Whitecorn | −5 | −5 |
| Wilkie | −5 | −5 |
| Wither's Mill | −5 | −5 |

NOTE: A code member mine may reduce the price by the amount shown for the size of coal shipped where the minus amount in cents per ton is shown opposite such destination.

### *Prices F. O. B. Mines, for Shipment by Railroad, Applicable for All Uses Except Railroad Locomotive Fuel Subject to Price Instructions and Exceptions and Notes Shown Below*

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 103 | 1, 2 | 3 | 4 | 5 | 6 | 7, 8 | 9 | 10, 11 | 12, 13 | 14, 15, 16 | 17 | 18, 19, 20 | 21 | 22 | 23 |
| Mine index Nos. | | | | | | | | | | | | | | | |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 238 | 233 | 208 | 208 | 198 | 193 | 183 | 198 | 193 | 213 | 203 | 198 | 193 | 163 | 153 |
| 72 | 238 | 223 | 208 | 208 | 198 | 193 | 183 | 188 | 183 | 188 | 178 | 173 | 168 | 138 | 128 |
| 72 | [1]238 | [1]223 | [1]208 | [1]208 | [1]198 | [1]193 | ----- | [1]198 | [1]193 | ----- | ----- | [1]188 | [1]183 | [1]183 | [1]173 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 213 | 198 | 188 | 183 | 173 | 168 | 163 | 163 | 158 | 153 | 143 | 138 | 133 | 103 | 93 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2]193 | [2]183 | [2]173 | [2]168 | [2]158 | [2]163 | 163 | 163 | 158 | 153 | 143 | 138 | 133 | 103 | 93 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3]213 | [3]198 | [3]188 | ----- | [3]173 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.

[2] The prices shown are applicable only to "Domestic Coal."

[3] The prices shown are applicable only to "Industrial Coal."

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 104, 112, 113, 114, 115, 116, 117, 151, 154, 155, 156, 157 | 1, 2 | 3 | 4 | 5 | 6 | 7, 8 | 9 | 10, 11 | 12, 13 | 14, 15, 16 | 17 | 18, 19, 20 | 21 | 22 | 23 |
| Mine index Nos. | | | | | | | | | | | | | | | |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 250 | 230 | 205 | 205 | 195 | 190 | 185 | 190 | 185 | 200 | 190 | 180 | 175 | 145 | 135 |
| 72 | 250 | 220 | 205 | 205 | 195 | 190 | 185 | 180 | 175 | 175 | 165 | 155 | 150 | 120 | 110 |
| 72 | [1]250 | [1]220 | [1]205 | [1]205 | [1]195 | [1]190 | ----- | [1]190 | [1]185 | ----- | ----- | [1]170 | [1]165 | [1]165 | [1]155 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 155 | 150 | 140 | 130 | 120 | 115 | 85 | 75 |
| 28, 40, 45, 60, 67, 76. 79, 80, 81 | [2]205 | [2]180 | [2]170 | 165 | [2]155 | 160 | 165 | 155 | 150 | 140 | 130 | 120 | 115 | 85 | 75 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3]225 | [3]195 | [3]185 | ----- | [3]170 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.

[2] The prices shown are applicable only to "Domestic Coal."

[3] The prices shown are applicable only to "Industrial Coal."

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 147, 148 | 1, 2, 3, 4 | 5 | 6 | 7 | 8 | 9 | 10, 11 | 12, 13 | 14, 15, 16 | 17 | 18, 19, 20 | 21 | 22 | 23 |
| Mine index Nos. | | | | | | | | | | | | | | |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 225 | 215 | 210 | 200 | 190 | 185 | 180 | 170 | 185 | 175 | 155 | 150 | 120 | 110 |
| 72 | 225 | 215 | 210 | 200 | 190 | 185 | 170 | 160 | 160 | 150 | 130 | 125 | 95 | 85 |
| 72 | [1]225 | [1]215 | [1]210 | [1]200 | [1]190 | ----- | [1]180 | [1]170 | ----- | ----- | [1]145 | [1]140 | [1]140 | [1]130 |
| 1,3,5,6,7,8,10,15,16,17,20,22,23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 195 | 190 | 185 | 175 | 165 | 165 | 145 | 135 | 125 | 115 | 95 | 90 | 60 | 50 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2]180 | 175 | [2]170 | 170 | 160 | 165 | 145 | 135 | 125 | 115 | 95 | 90 | 60 | 50 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3]195 | ----- | [3]185 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.

[2] The prices shown are applicable only to "Domestic Coal."

[3] The prices shown are applicable only to "Industrial Coal."

*Prices F. O. B. Mines, for Shipment by Railroad, Applicable for All Uses Except Railroad Locomotive Fuel Subject to Price Instructions and Exceptions and Notes Shown Below*—Continued

| Market areas 149-152-153 / Mine index Nos. | Prices and size group Nos. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1, 2, 3, 4 | 5 | 6 | 7 | 8 | 9 | 10, 11 | 12, 13 | 14, 15, 16 | 17 | 18, 19, 20 | 21 | 22 | 23 |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 240 | 230 | 225 | 215 | 205 | 185 | 195 | 185 | 200 | 190 | 170 | 165 | 135 | 125 |
| 72 | 240 | 230 | 225 | 215 | 205 | 185 | 185 | 175 | 175 | 165 | 145 | 140 | 110 | 110 |
| 72 | [1] 240 | [1] 230 | [1] 225 | [1] 215 | [1] 205 | ----- | [1] 195 | [1] 185 | ----- | ----- | [1] 160 | [1] 155 | [1] 155 | [1] 145 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 210 | 205 | 200 | 190 | 180 | 165 | 160 | 150 | 140 | 130 | 110 | 105 | 75 | 65 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2] 195 | 190 | [2] 185 | 185 | 175 | 165 | 160 | 150 | 140 | 130 | 110 | 105 | 75 | 65 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3] 210 | ----- | [3] 200 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.
[2] The prices shown are applicable only to "Domestic Coal."
[3] The prices shown are applicable only to "Industrial Coal."

| Market areas 150 / Mine index Nos. | Prices and size group Nos. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1, 2, 3, 4 | 5 | 6 | 7 | 8 | 9 | 10, 11 | 12, 13 | 14, 15, 16 | 17 | 18, 19, 20 | 21 | 22 | 23 |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 230 | 220 | 215 | 205 | 195 | 185 | 195 | 185 | 200 | 190 | 180 | 175 | 145 | 135 |
| 72 | 230 | 220 | 215 | 205 | 195 | 185 | 185 | 175 | 175 | 165 | 155 | 150 | 120 | 110 |
| 72 | [1] 230 | [1] 220 | [1] 215 | [1] 205 | [1] 195 | ----- | [1] 195 | [1] 185 | ----- | ----- | [1] 170 | [1] 165 | [1] 165 | [1] 155 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 200 | 195 | 190 | 180 | 170 | 165 | 160 | 150 | 140 | 130 | 120 | 115 | 85 | 75 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2] 185 | 180 | [2] 175 | 175 | 165 | 165 | 160 | 150 | 140 | 130 | 120 | 115 | 85 | 75 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3] 200 | ----- | [3] 190 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.
[2] The prices shown are applicable only to "Domestic Coal."
[3] The prices shown are applicable only to "Industrial Coal."

| Market areas 212 / Mine index Nos. | Prices and size group Nos. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1, 2, 3, 4 | 5 | 6 | 7 | 8 | 9 | 10, 11 | 12, 13 | 14, 15, 16 | 17 | 18, 19, 20 | 21 | 22 | 23 |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 255 | 245 | 240 | 230 | 220 | 185 | 210 | 200 | 215 | 205 | 185 | 180 | 150 | 140 |
| 72 | 255 | 245 | 240 | 230 | 220 | 185 | 200 | 190 | 190 | 180 | 160 | 155 | 125 | 115 |
| 72 | [1] 255 | [1] 245 | [1] 240 | [1] 230 | [1] 220 | ----- | [1] 210 | [1] 200 | ----- | ----- | [1] 175 | [1] 170 | [1] 170 | [1] 160 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 225 | 220 | 215 | 205 | 195 | 165 | 175 | 165 | 155 | 145 | 125 | 120 | 90 | 80 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2] 210 | 205 | [2] 200 | 200 | 190 | 165 | 175 | 165 | 155 | 145 | 125 | 120 | 90 | 80 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3] 225 | ----- | [3] 215 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.
[2] The prices shown are applicable only to "Domestic Coal."
[3] The prices shown are applicable only to "Industrial Coal."

| Market areas: Prices applicable to destinations in any Market Area not specifically shown in this Price Schedule / Mine Index Nos. | Prices and size group Nos. | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1, 2 | 3 | 4 | 5 | 6 | 7, 8 | 9 | 10, 11 | 12, 13 | 14, 15, 16 | 17 | 18, 19, 20 | 21 | 22 | 23 |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 250 | 230 | 205 | 205 | 195 | 190 | 185 | 190 | 185 | 200 | 190 | 180 | 175 | 145 | 135 |
| 72 | 250 | 220 | 205 | 205 | 195 | 190 | 185 | 180 | 175 | 175 | 165 | 155 | 150 | 120 | 110 |
| 72 | [1] 250 | [1] 220 | [1] 205 | [1] 205 | [1] 195 | [1] 190 | ----- | [1] 190 | [1] 185 | ----- | ----- | [1] 170 | [1] 165 | [1] 165 | [1] 155 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 155 | 150 | 140 | 130 | 120 | 115 | 85 | 75 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2] 205 | [2] 180 | [2] 170 | 165 | [2] 155 | 160 | 165 | 155 | 150 | 140 | 130 | 120 | 115 | 85 | 75 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3] 225 | [3] 195 | [3] 185 | ----- | [3] 170 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.
[2] The prices shown are applicable only to "Domestic Coal."
[3] The prices shown are applicable only to "Industrial Coal."!

*All Railroad Fuel Prices F. O. B. Mines Subject to Price Instructions and Exceptions*

[Prices in cents per net ton of 2,000 pounds]

| Mine | Railroad | Size of coal | Price |
|---|---|---|---|
| Any mine | Any railroad. | Any lump or double-screened coal. | 180 |
| Any mine | Any railroad. | Mine run coal | 165 |
| Any mine | Any railroad. | Any screenings, 2" or less, from which no fines have been removed. | 100 |

### RIVER AND EX-RIVER SECTION

The prices in the following section are applicable to any mine, shown at the beginning of this document, shipping either totally or partially by river.

NOTE 1: Rail or truck transportation charges to river loading ports from the mines are included in the base rates shown throughout the river or ex-river section.

NOTE 2: The specific deductions shown must be rebated by the producer of the coal to the ex-river forwarder upon proper showing (railroad waybills) that a specific tonnage was shipped to a specific destination. This information must be filed with the Statistical Bureau of the Commission. Further, on coals 1½" and larger that have been rescreened at the river dock, degradation removed, a further rebate may be made on this degradation. Such degradation shall be determined on the basis of the 1½" x 0 price of the coal ordered and is measured on the basis of the screening percentages of the sizes loaded into transportation facilities mines, and screening percentages of the same size shipped off the dock. The practice of rescreening mine run or resultants at the dock is not restricted in any manner provided, however, that rescreening does not permit the movement to destination of any size at a lower price than the effect of these coordinated prices. Rebates are also permitted on mine run and resultants over 2" if rescreened at dock or elevator as provided in the preceding sentence if the return based on the coordinated price for the size is less than the purchase price of the original size. Mixing of coals is not prohibited; however, the mine price for individual coals shall not be used as a basis for averaging prices for resale, but the mixture (any proportion) shall take the coordinated price of the higher priced coal f. o. b. mines as classified.

NOTE 3: Transportation charges within the industrial switching limits of any river destination may be absorbed from the f. o. b. mine prices but the absorption must not exceed the published rail industrial switching rates (coal). Absorption will not be permitted beyond the extent permitted in Note 2 when the ex-river movement is via transportation other than rail to a consumer with no rail connection. If a consumer has rail connections and takes ex-river delivery via transportation facilities other than rail, the rail industrial switching charge may be absorbed from the f. o. b. mine price.

*Prices F. O. B. Mines, for River and Ex-River Shipment, Applicable for All Uses Except Railroad Locomotive Fuel Subject to Price Instructions and Exceptions and Notes Shown Below*

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ohio River destinations from Newburg, Indiana, to but not including Henderson, Ky.* | 1 | 2 | 3 | 4 | 5, 6 | 7, 8 | 9 | 10 | 11 | 12, 13 | 14 | 15, 16, 17 | 18 | 19, 20, 21 | 22, 23 |
| Mine index Nos. | | | | | | | | | | | | | | | |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 293 | 293 | 293 | 273 | 268 | 258 | 248 | 253 | 233 | 233 | 243 | 233 | 233 | 223 | 173 |
| 72 | 293 | 288 | 283 | 273 | 268 | 258 | 248 | 243 | 223 | 223 | 218 | 208 | 198 | 198 | 148 |
| 72 | [1]293 | [1]288 | [1]283 | [1]273 | [1]268 | [1]258 | ----- | [1]253 | [1]233 | [1]233 | ----- | ----- | [1]223 | [1]213 | [1]193 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 268 | 263 | 258 | 253 | 243 | 233 | 228 | 218 | 198 | 198 | 183 | 173 | 173 | 163 | 113 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2]248 | [2]248 | [2]243 | [2]238 | [2]228 | 228 | 228 | 218 | 198 | 198 | 183 | 173 | 173 | 163 | 113 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3]268 | [3]263 | [3]258 | [3]253 | [3]243 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.

[2] The prices shown are applicable only to "Domestic Coal."

[3] The prices shown are applicable only to "Industrial Coal."

*The above prices are based on a base river charge (including all charges necessary to reload coal in cars docks—See Note 1) of 65 cents per net ton. If the base river rate exceeds 65 cents per ton the exact difference between the actual rate and the base rate may be deducted from the above prices. If the base river rate is less than 65 cents per ton, the exact difference between 65 cents and the actual rate shall be added to the above prices. These flexible f. o. b. mine prices are subject to the notes listed hereinbefore.

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mississippi River destinations north of Cairo, Illinois, to but not including Claryville, Missouri* | 1 | 2 | 3 | 4 | 5, 6 | 7, 8 | 9 | 10 | 11, 12, 13 | 14 | 15, 16, 17 | 18 | 19, 20, 21 | 22, 23 |
| Mine index Nos. | | | | | | | | | | | | | | |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 250 | 250 | 250 | 230 | 225 | 215 | 205 | 210 | 190 | 200 | 190 | 190 | 180 | 130 |
| 72 | 250 | 245 | 240 | 230 | 225 | 215 | 205 | 200 | 180 | 175 | 165 | 155 | 155 | 105 |
| 72 | [1]250 | [1]245 | [1]240 | [1]230 | [1]225 | [1]215 | ----- | [1]210 | [1]190 | ----- | ----- | [1]180 | [1]170 | [1]150 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 225 | 220 | 215 | 210 | 200 | 190 | 185 | 175 | 155 | 140 | 130 | 130 | 120 | 70 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2]205 | [2]205 | [2]200 | [2]195 | [2]185 | 185 | 185 | 175 | 155 | 140 | 130 | 130 | 120 | 70 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3]225 | [3]220 | [3]215 | [3]210 | [3]200 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.

[2] The prices shown are applicable to "Domestic Coal."

[3] The prices shown are applicable only to "Industrial Coal."

*The above prices are based on a base river charge (including all charges necessary to reload coal in cars docks—See Note 1) of $1.15 per net ton. If the base river rate exceeds $1.15 per ton the exact difference between the actual rate and the base rate may be deducted from the above prices. If the base river rate is less than $1.15 per ton, the exact difference between $1.15 and the actual rate shall be added to the above prices. These flexible f. o. b. mine prices are subject to the notes listed hereinbefore.

*Prices F. O. B. Mines, for River and Ex-River Shipment, Applicable for All Uses Except Railroad Locomotive Fuel Subject to Price Instructions and Exceptions and Notes Shown Below*—Continued

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ohio River destinations from Henderson, Ky., to but not including Mound City, Illinois* | 1, 2 | 3 | 4 | 5 | 6 | 7, 8 | 9 | 10, 11 | 12, 13 | 14, 15, 16 | 17 | 18, 19, 20 | 21 | 22 | 23 |
| Mine index Nos. | | | | | | | | | | | | | | | |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 330 | 310 | 285 | 285 | 275 | 270 | 265 | 248 | 243 | 258 | 248 | 238 | 233 | 203 | 193 |
| 72 | 330 | 300 | 285 | 285 | 275 | 270 | 265 | 238 | 233 | 233 | 223 | 213 | 208 | 178 | 168 |
| 72 | [1]330 | [1]300 | [1]285 | [1]285 | [1]275 | [1]270 | ----- | [1]248 | [1]243 | ----- | ----- | [1]228 | [1]223 | [1]223 | [1]213 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 305 | 275 | 265 | 260 | 250 | 245 | 245 | 213 | 208 | 198 | 188 | 178 | 173 | 143 | 133 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2]285 | [2]260 | [2]250 | [2]245 | [2]235 | 240 | 245 | 213 | 208 | 198 | 188 | 178 | 173 | 143 | 133 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3]305 | [3]275 | [3]265 | ----- | [3]250 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.

[2] The prices shown are applicable only to "Domestic Coal."

[3] The prices shown are applicable only to "Industrial Coal."

*The above prices are based on a base river charge (including all charges necessary to reload coal in cars docks—See Note 1) of 65 cents per net ton. If the base river rate exceeds 65 cents per ton the exact difference between the actual rate and the base rate may be deducted from the above prices. If the base river rate is less than 65 cents per ton, the exact difference between 65 cents and the actual rate shall be added to the above prices. These flexible f. o. b. mine prices are subject to the notes listed hereinbefore.

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ohio River and Mississippi River destinations from Mound City, Illinois, to but not including Luxora, Arkansas* | 1, 2 | 3 | 4 | 5 | 6 | 7, 8 | 9 | 10, 11 | 12, 13 | 14, 15, 16, | 17 | 18, 19, 20 | 21 | 22 | 23 |
| Mine Index Nos. | | | | | | | | | | | | | | | |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 330 | 310 | 285 | 285 | 275 | 270 | 265 | 248 | 243 | 258 | 248 | 238 | 233 | 203 | 193 |
| 72 | 330 | 300 | 285 | 285 | 275 | 270 | 265 | 238 | 233 | 233 | 223 | 213 | 208 | 178 | 168 |
| 72 | [1]330 | [1]300 | [1]285 | [1]285 | [1]275 | [1]270 | ----- | [1]248 | [1]243 | ----- | ----- | [1]228 | [1]223 | [1]223 | [1]213 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 305 | 275 | 265 | 260 | 250 | 245 | 245 | 213 | 208 | 198 | 188 | 178 | 173 | 143 | 133 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2]285 | [2]260 | [2]250 | [2]245 | [2]235 | 240 | 245 | 213 | 208 | 198 | 198 | 178 | 173 | 143 | 133 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3]305 | [3]275 | [3]265 | ----- | [3]250 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.

[2] The prices shown are applicable only to "Domestic Coal."

[3] The prices shown are applicable only to "Industrial Coal."

*The above prices are based on a base river charge (including all charges necessary to reload coal in cars docks—See Note 1) of $1.15 per net ton. If the base river rate exceeds $1.15 per ton the exact difference between the actual rate and the base rate may be deducted from the above prices. If the base river rate is less than $1.15 per ton, the exact difference between $1.15 and the actual rate shall be added to the above prices. These flexible f. o. b. mine prices are subject to the notes listed hereinbefore.

*Prices F. O. B. Mines, for River and Ex-River Shipment, Applicable for All Uses Except Railroad Locomotive Fuel Subject to Price Instructions and Exceptions and Notes Shown Below*—Continued

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mississippi River destinations from Luxora, Arkansas, to but not including Helena, Arkansas* | 1, 2 | 3 | 4 | 5 | 6 | 7, 8 | 9 | 10, 11 | 12, 13 | 14, 15, 16 | 17 | 18, 19, 20 | 21 | 22 | 23 |
| Mine Index Nos. | | | | | | | | | | | | | | | |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 310 | 290 | 265 | 265 | 260 | 250 | 245 | 250 | 245 | 260 | 250 | 240 | 235 | 205 | 195 |
| 72 | 310 | 280 | 265 | 265 | 260 | 250 | 245 | 240 | 235 | 235 | 225 | 215 | 210 | 180 | 170 |
| 72 | [1] 310 | [1] 280 | [1] 265 | [1] 265 | [1] 260 | [1] 250 | ----- | [1] 250 | [1] 245 | ----- | ----- | [1] 230 | [1] 225 | [1] 225 | [1] 215 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 285 | 255 | 245 | 240 | 235 | 225 | 225 | 215 | 210 | 200 | 190 | 180 | 175 | 145 | 135 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2] 265 | [2] 240 | [2] 230 | 225 | [2] 220 | 220 | 225 | 215 | 210 | 200 | 190 | 180 | 175 | 145 | 135 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3] 285 | [3] 255 | [3] 245 | ----- | [3] 235 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.

[2] The prices shown are applicable only to "Domestic Coal."

[3] The prices shown are applicable only to "Industrial Coal."

*The above prices are based on a base river charge (including all charges necessary to reload coal in cars docks—See Note 1) of $1.50 per net ton. If the base river rate exceeds $1.50 per ton the exact difference between the actual rate and the base rate may be deducted from the above prices. If the base river rate is less than $1.50 per ton, the exact difference between $1.50 and the actual rate shall be added to the above prices. These flexible f. o. b. mine prices are subject to the notes listed hereinbefore.

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mississippi River destinations from Helena, Arkansas, to but not including Grand Lake, Arkansas* | 1, 2 | 3 | 4 | 5 | 6 | 7, 8 | 9 | 10, 11 | 12, 13 | 14, 15, 16 | 17 | 18, 19, 20 | 21 | 22 | 23 |
| Mine Index Nos. | | | | | | | | | | | | | | | |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87. | 310 | 290 | 265 | 265 | 260 | 250 | 245 | 250 | 245 | 260 | 250 | 240 | 235 | 205 | 195 |
| 72 | 310 | 280 | 265 | 265 | 260 | 250 | 245 | 240 | 235 | 235 | 225 | 215 | 210 | 180 | 170 |
| 72 | [1] 310 | [1] 280 | [1] 265 | [1] 265 | [1] 260 | [1] 250 | ----- | [1] 250 | [1] 245 | ----- | ----- | [1] 230 | [1] 225 | [1] 225 | [1] 215 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88. | 285 | 255 | 245 | 240 | 235 | 225 | 225 | 215 | 210 | 200 | 190 | 180 | 175 | 145 | 135 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2] 265 | [2] 240 | [2] 230 | 225 | [2] 220 | 220 | 225 | 215 | 210 | 200 | 190 | 180 | 175 | 145 | 135 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3] 285 | [3] 255 | [3] 245 | ----- | [3] 235 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.

[2] The prices shown are applicable only to "Domestic Coal".

[3] The prices shown are applicable only to "Industrial Coal".

*The above prices are based on a base river charge (including all charges necessary to reload coal in cars docks—See Note 1) of $2.08 per net ton. If the base river rate exceeds $2.08 per ton the exact difference between the actual rate and the base rate may be deducted from the above prices. If the base river rate is less than $2.08 per ton, the exact difference between $2.08 and the actual rate shall be added to the above prices. These flexible f. o. b. mine prices are subject to the notes listed hereinbefore.

*Prices F. O. B. Mines, for River and Ex-River Shipment, Applicable for All Uses Except Railroad Locomotive Fuel Subject to Price Instructions and Exceptions and Notes Shown Below*—Continued

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mississippi River destinations from Grand Lake, Arkansas, to but not including Natchez, Mississippi* | 1, 2 | 3 | 4 | 5 | 6 | 7, 8 | 9 | 10, 11 | 12, 13 | 14, 15, 16 | 17 | 18, 19, 20 | 21 | 22 | 23 |
| Mine index Nos. | | | | | | | | | | | | | | | |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 310 | 290 | 265 | 265 | 255 | 250 | 245 | 250 | 245 | 260 | 250 | 240 | 235 | 205 | 195 |
| 72 | 310 | 280 | 265 | 265 | 255 | 250 | 245 | 240 | 235 | 235 | 225 | 215 | 210 | 180 | 170 |
| 72 | [1] 310 | [1] 280 | [1] 265 | [1] 265 | [1] 255 | [1] 250 | ----- | [1] 250 | [1] 245 | ----- | ----- | [1] 230 | [1] 225 | [1] 225 | [1] 215 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 285 | 255 | 245 | 240 | 230 | 225 | 225 | 215 | 210 | 200 | 190 | 180 | 175 | 145 | 135 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2] 265 | [2] 240 | [2] 230 | 225 | [2] 215 | 220 | 225 | 215 | 210 | 200 | 190 | 180 | 175 | 145 | 135 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3] 285 | [3] 255 | [3] 245 | ----- | [3] 230 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.

[2] The prices shown are applicable only to "Domestic Coal."

[3] The prices shown are applicable only to "Industrial Coal."

*The above prices are based on a base river charge (including all charges necessary to reload coal in cars docks—See Note 1) of $2.24 per net ton. If the base river rate exceeds $2.24 per ton the exact difference between the actual rate and the base rate may be deducted from the above prices. If the base river rate is less than $2.24 per ton, the exact difference between $2.24 and the actual rate shall be added to the above prices. These flexible f. o. b. mine prices are subject to the notes listed hereinbefore.

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mississippi River destinations from Natchez, Mississippi, to but not including Bayou Sara, La.* | 1, 2 | 3 | 4 | 5 | 6 | 7, 8 | 9 | 10, 11 | 12, 13 | 14, 15, 16 | 17 | 18, 19, 20 | 21 | 22 | 23 |
| Mine index Nos. | | | | | | | | | | | | | | | |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 300 | 280 | 255 | 255 | 245 | 240 | 235 | 240 | 235 | 250 | 240 | 230 | 225 | 195 | 185 |
| 72 | 300 | 270 | 255 | 255 | 245 | 240 | 235 | 230 | 225 | 225 | 215 | 205 | 200 | 170 | 160 |
| 72 | [1] 300 | [1] 270 | [1] 255 | [1] 255 | [1] 245 | [1] 240 | ----- | [1] 240 | [1] 235 | ----- | ----- | [1] 220 | [1] 215 | [1] 215 | [1] 205 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 275 | 245 | 235 | 230 | 220 | 215 | 215 | 205 | 200 | 190 | 180 | 170 | 165 | 135 | 125 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2] 255 | [2] 230 | [2] 220 | 215 | [2] 205 | 210 | 215 | 205 | 200 | 190 | 180 | 170 | 165 | 135 | 125 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3] 275 | [3] 245 | [3] 235 | ----- | [3] 220 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.

[2] The prices shown are applicable only to "Domestic Coal".

[3] The prices shown are applicable only to "Industrial Coal".

*The above prices are based on a base river charge (including all charges necessary to reload coal in cars docks—See Note 1) of $2.32 per net ton. If the base river rate exceeds $2.32 per ton the exact difference between the actual rate and the base rate may be deducted from the above prices. If the base river rate is less than $2.32 per ton, the exact difference between $2.32 and the actual rate shall be added to the above prices. These flexible f. o. b. mine prices are subject to the notes listed hereinbefore.

*Prices F. O. B. Mines, for River and Ex-River Shipment, Applicable for All Uses Except Railroad Locomotive Fuel Subject to Price Instructions and Exceptions and Notes Shown Below*—Continued

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mississippi River destinations from Bayou Sara, La., to but not including New Orleans, La.* | 1, 2 | 3 | 4 | 5 | 6 | 7, 8 | 9 | 10, 11 | 12, 13 | 14, 15, 16 | 17 | 18, 19, 20 | 21 | 22 | 23 |
| Mine index Nos. | | | | | | | | | | | | | | | |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 280 | 260 | 235 | 235 | 225 | 220 | 215 | 220 | 215 | 230 | 220 | 210 | 205 | 175 | 165 |
| 72 | 280 | 250 | 235 | 235 | 225 | 220 | 215 | 210 | 205 | 205 | 195 | 185 | 180 | 150 | 140 |
| 72 | [1] 280 | [1] 250 | [1] 235 | [1] 235 | [1] 225 | [1] 220 | ----- | [1] 220 | [1] 215 | ----- | ----- | [1] 200 | [1] 195 | [1] 195 | [1] 185 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 255 | 225 | 215 | 210 | 200 | 195 | 195 | 185 | 180 | 170 | 160 | 150 | 145 | 115 | 105 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2] 235 | [2] 210 | [2] 200 | 195 | [2] 185 | 190 | 195 | 185 | 180 | 170 | 160 | 150 | 145 | 115 | 105 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3] 255 | [3] 225 | [3] 215 | ----- | [3] 200 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.

[2] The prices shown are applicable only to "Domestic Coal".

[3] The prices shown are applicable only to "Industrial Coal".

*The above prices are based on a base river charge (including all charges necessary to reload coal in cars docks—See Note 1) of $2.52 per net ton. If the base river rate exceeds $2.52 per ton the exact difference between the actual rate and the base rate may be deducted from the above prices. If the base river rate is less than $2.52 per ton, the exact difference between $2.52 and the actual rate shall be added to the above prices. These flexible f. o. b. mine prices are subject to the notes listed hereinbefore.

| Market areas | Prices and size group Nos. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mississippi River destinations from New Orleans, La., to Gulf of Mexico* | 1, 2, 3, 4 | 5 | 6 | 7 | 8 | 9 | 10, 11 | 12, 13 | 14, 15, 16 | 17 | 18, 19, 20 | 21 | 22 | 23 |
| Mine index Nos. | | | | | | | | | | | | | | |
| 2, 11, 13, 14, 18, 19, 27, 46, 47, 48, 49, 56, 73, 87 | 240 | 230 | 225 | 215 | 205 | 185 | 195 | 185 | 200 | 190 | 170 | 165 | 135 | 125 |
| 72 | 240 | 230 | 225 | 215 | 205 | 185 | 185 | 175 | 175 | 165 | 145 | 140 | 110 | 110 |
| 72 | [1] 240 | [1] 230 | [1] 225 | [1] 215 | [1] 205 | ----- | [1] 195 | [1] 185 | ----- | ----- | [1] 160 | [1] 155 | [1] 155 | [1] 145 |
| 1, 3, 5, 6, 7, 8, 10, 15, 16, 17, 20, 22, 23, 24, 25, 26, 30, 31, 32, 35, 36, 38, 42, 44, 51, 53, 55, 58, 59, 62, 63, 64, 65, 69, 77, 82, 83, 84, 85, 86, 88 | 210 | 205 | 200 | 190 | 180 | 165 | 160 | 150 | 140 | 130 | 110 | 105 | 75 | 65 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [2] 195 | 190 | [2] 185 | 185 | 175 | 165 | 160 | 150 | 140 | 130 | 110 | 105 | 75 | 65 |
| 28, 40, 45, 60, 67, 76, 79, 80, 81 | [3] 210 | ----- | [3] 200 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

[1] The prices shown are applicable to coal when washed.

[2] The prices shown are applicable only to "Domestic Coal."

[3] The prices shown are applicable only to "Industrial Coal."

*The above prices are based on a base river charge (including all charges necessary to reload coal in cars docks—See Note 1) of $2.85 per net ton. If the base river rate exceeds $2.85 per ton the exact difference between the actual rate and the base rate may be deducted from the above prices. If the base river rate is less than $2.85 per ton, the exact difference between $2.85 and the actual rate shall be added to the above prices. These flexible f. o. b. mine prices are subject to the notes listed hereinbefore.

## SCHEDULE OF PROPOSED COORDINATED MINIMUM PRICES FOR DISTRICT NO. 9

### TRUCK SHIPMENTS ONLY

### *Price Instructions and Exceptions*

1. The schedule of prices shown herein applies f. o. b. transportation facilities at mines on all coal produced by Code Members within District No. 9.

2. All prices herein are per net ton of 2,000 lbs. f. o. b. transportation facilities at the mines unless otherwise designated.

3. All prices are subject to the effective Marketing Rules and Regulations and the Rules and Regulations governing Distributors.

4. Invoices shall be paid in full in United States currency, or funds equivalent thereto, not later than the due date.

5. All size designations are for round hole screens. When screens having other types of openings are used and the percentage of over-size, as determined in accordance with the method of test prescribed by A. S. T. M. designation D 410–38, exceeds 5%, the price for the next higher size group classification for that mine shall apply.

6. All Lump or Double Screened coal subjected to any chemical, oil or wax process for allaying dust shall be priced at not less than 10 cents per net ton above the prices shown herein.

7. Not *less* than the actual cost of transporting coal from the ordinary loading facilities at the mines to any consumer shall be added to the established minimum price f. o. b. transportation facilities at the mine.

The cost of such transportation is subject to review by the Commission on complaint or upon its own motion. In every case reviewed by the Commission the Code Member shall have the burden of establishing or proving that the cost so charged was not less than the actual cost of transportation.

*Size Group Description—(For Truck Shipment)*

| Size Group | Lump and M/R | Double screened |
|---|---|---|
| 1 | All Lump coal larger than 4″. | All Egg coal with bottom size larger than 4″. |
| 2 | All Lump coal 4″ and smaller but larger than 3″. | All Egg coal with a top size larger than 6″ and a bottom size 3″ and larger, but not larger than 4″, and includes 6″ x 4″ EGG. |
| 3 | All Lump coal 3″ and smaller, but larger than 2″. | All Egg coal with a bottom size than 2″ but not larger than 3″, and a top size not larger than 6″. |
| 4 | All Lump coal 2″ and smaller, but larger than 1½″. | All Egg coal with a bottom size larger than 1½″ but not larger than 2″, and a top size larger than 4″. |
| 5 | ------------------------ | All Double Screened coals with a bottom size larger than 1½″ but not larger than 2″, and a top size larger than 3″ but not larger than 4″. |
| 6 | ------------------------ | All Double Screened coal with a bottom size larger than 1½″ but not larger than 2″, and a top size larger than 2″ but not larger than 3″. |
| 7 | All Lump coal 1½″ or smaller. | All Double Screened coals with a top size larger than 3″ and a bottom size not larger than 1½″. |
| 8 | ------------------------ | All Double Screened coals with a top size larger than 2″ but not larger than 3″ and a bottom size not larger than 1½″. |
| 9 | Straight Mine Run, no fines removed.<br>Mine Run, modified by the removal of any intermediate size or sizes, no fines removed.<br>All Resultants larger than 2″, no fines removed. | |
| 10 | ------------------------ | All Double Screened coal *not* mechanically cleaned with a top size not larger than 2″ but larger than 1½″, and a bottom size larger than ⅜″. |
| 11 | ------------------------ | All Double Screened coals *not* mechanically cleaned with a top size not larger than 2″ but larger than 1½″, and a bottom size not larger than ⅜″ but larger than ³⁄₃₂″ or 10 mesh. |
| 12 | ------------------------ | All Double Screened coals *not* mechanically cleaned with a top size not larger than 1½″ but larger than ¾″, and a bottom size larger than ⅜″. |
| 13 | ------------------------ | All Double Screened coals *not* mechanically cleaned with a top size not larger than 1½″, and a bottom size ⅜″ and smaller. |

### Screenings

Size group 14.—Modified Screenings having a top size 2″ and smaller but larger than 1½″, and a bottom size not larger than 8 mesh.

Size group 15.—Modified Screenings having a top size 1½″ and smaller but larger than 1¼″, and a bottom size not larger than 8 mesh.

Size group 16.—Modified Screenings having a top size 1¼″ and smaller but larger than 1″, and a bottom size not larger than 8 mesh.

Size group 17.—Modified Screenings having a top size 1″ and smaller, and a bottom size not larger than 8 mesh.

Size group 18.—All screenings *not* mechanically cleaned having a top size 2" and smaller, but larger than 1½", no fines removed.

Size group 19.—All screenings *not* mechanically cleaned having a top size 1½" and smaller, but larger than 1¼", no fines removed.

Size group 20.—All screenings *not* mechanically cleaned having a top size 1¼" and smaller but larger than 1", no fines removed.

Size group 21.—All screenings *not* mechanically cleaned having a top size 1" and smaller but larger than ⅜", no fines removed.

Size group 22.—All screenings *not* mechanically cleaned having a top size ⅜" and smaller but larger than ¼", no fines removed.

Size group 23.—Carbon—All Screenings *not* mechanically cleaned having a top size ¼" and smaller.

*For Truck Shipment Only—Prices in Cents per Ton for Shipments Into All Market Areas*

| Code member index—Name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| *Butler County* | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baize, C. T. | Baize | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Barrow, Elbert | Melton 1 | No. 14 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Burden, G. W. | Burden | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Butler County Coal Co. (W. D. Armstrong) | Alabama | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Cardwell, Ezra | Taylor No. 3 | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Cardwell, Rado | Cardwell | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Clark, Tilford | Whitaker | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Coats, O. E. | Coats Mines | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Coots, Clyde | Burden | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Eberman, Harry | Eberman | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Ellis, Mattie (Mrs.) | Ellis Coal Mines | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Fields, D. B. | Fields Mines | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Flener, J. E. | Flener Mines | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Haney, J. C. | Haney | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hatcher, G. E. | Hatcher Mines | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hawes, Sherman | Hawes Mines | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hawes, Sherman & Rex | Hawes | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Haynes, W. L. | Haynes | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hunt, C. A. | Hunts | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hunt, Clifford | Clifford Hunt | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hunt, Theo. C. | Hunt | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Jackson, Ben | Ben Jackson | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Johnson & Brothers, J. W. | Tayloe's Mines | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Johnson & Chatman | Johnson & Chatman | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Johnson, Claude | Claude Johnson | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Johnson & Embry | A and J | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Johnson & Woodcock | Johnson & Woodcock | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 11 | 85 | 75 |
| Johnson, N. | Johnson Mines | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Martin, C. E. | Romans | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Martin, E. Ivan | Martin | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 160 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| McCormack, C. | McCormack | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Melton, Chas. (Melton Coal Co.) | Melton | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Melton, T. C. | Ellis No. 3 | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Morris, Hettie (Mrs.) | Green River Coal | No. 6 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Phelps, J. O. | Elms | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| *Christian County* | | | | | | | | | | | | | | | | | | | | | | | | | |
| Adams, Floyd & Coy | Adams | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 14 | 135 |
| Brown, Omer | Brown | No. 6 | | | | | | | | | | | | | | | | | | | | | | | |
| Empire Mining Co. | Empire | No 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Franklin, Thomas and Shelby Brown | Lion | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| K. Y. 6 Coal Mines | K. Y., 6 coal mines | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Oates & Stanley | Oates & Stanley | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Rideout, Paul (Puddin Head Mine) | Puddin Head | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| *Daviess County* | | | | | | | | | | | | | | | | | | | | | | | | | |
| Alvey Bros. | Alveys | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 175 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Alvey, Odus | Alvey | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Blackaby, R. J. | Whittaker | No. 8 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Beloat, Bernett and O. G. Morris | Beloit & Morris | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Corum, Gordie | J. R. Corum | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| English, Fines | Elmer Garden | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hardin, Bennie and Chester | Hardin Bros | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Howell, John | West Louisville Coal | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Jobe, L. O. (Daviess Co. Coal Co.) | J. Lee Rudy | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Kurz Coal Co., Inc. | Kurz Coal Co. | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Lily Meade Coal & Land Co., Inc. | Lily Meade | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Medkiff, Coy | Dogwood | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Miller, T. P. | T. P. Miller | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Nation, John | No. 1 | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Nation, John | No. 2 | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| O'Bryan, I. P. | O'Bryan | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| O'Bryan, J. M. | O'Bryan | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |

*For Truck Shipment Only—Prices in Cents per Ton for Shipments Into All Market Areas*—Continued

| Code member index—Name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Rafferty, E. D. | Rafferty | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Rudy & Co., Inc. George H. | Geo. H. Rudy | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Scott, Nathan | Scott | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Stallings, H. C. | Stallings | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Vanover Bros. (Robert and Pruitt) | Vanover Bros. | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Walls, Eslie | Spinks | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Williams, Ezra | Ezra Williams | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| *Hancock County* | | | | | | | | | | | | | | | | | | | | | | | | | |
| Aldridge, J. C. | Black Diamond | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Bruner, J. | Bruner | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Butler Bros. | Butler Bros. | No. 2 Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| DeJarnette, Lafe and Hughes | Lafe-Hughes | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Howard, Lawrence | Lawrence Howard | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Kennedy, J. K. | Peacock | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Rice, O. T. and Ben DeJarnette | Rice-DeJarnette | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Semi-Cannel Coal Co. (F. J. Alsop and F. C. Stokes) | Semi-Cannel | No. 2 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Trumbo, Morgan C. | Trumbo | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| *Henderson County* | | | | | | | | | | | | | | | | | | | | | | | | | |
| Anthoston Coal Co., Inc. | Anthoston | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Community Coal Co. | Community C. C. | No. 14 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Connolly Coal Co. | Connolly C. C. | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Eastin, George S. (Eastin Coal Co.) | Eastin Coal Co. | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Graham Hill Coal Co. | Graham Hill | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hebbardsville Coal Co. (C. C. Blanford) | Hebbardsville C. C. | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Nicholson & Sons, Inc. J. L. | Hot Stuff | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Patterson, John B. | Chinn | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Peach Orchard Coal Co., Inc. | Peach Orchard C. C. Inc. | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Risley Coal Co. (James Risley) | Risley | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Robard, B. N. | Hebbardsville | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Southland Mining Co. | Keystone | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Walker, W. G. (Robards Coal Co.) | Robards, C. C. | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Zion Coal Co., Inc. | Zion Coal Co. Inc. | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| *Hopkins County* | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ayers & Browning | Chamberlain | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Barnes, Austin | Rector Kirkwood | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Beshear, O. N. | Beshear | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Bivins, C. C. | Bivins | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Blanchard & Sons, J. J. | Blanchard | No. 14 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Blue Valley Coal Corp. | Blue Valley | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Bowles, Karl | Bowles | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Brown, Claude L. | Brown's | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Brown Mine, M. B. | M. B. Brown | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Brown, Rayburn | Brown Mines | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Cariel, Pearl | Ridley | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Clayton, Scott | Clayton | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Coats, M. P. | Coats | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Cunningham, Eli | Bill Bailey 2 | No. 6 | 205 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Davis, R. L. | R. L. Davis | No. 9 | 225 | 225 | 195 | 185 | 190 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Dawson Collieries, Inc. | Dawson Collieries | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Dawson Daylight Coal Co. | Dawson Daylight No. 6 | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Dawson Daylight Coal Co. | Dawson Daylight No. 9 | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Dillingham, Emmett & Dell | Morton | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Dockery, Thurman | Dockery | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| F. C. H. Coal Co. (Chesley Franklin) | F. C. H. Coal Co. | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Flat Creek Coal Co. | Flat Creek | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Fox, F. H. | Carbondale | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Fugate, F. G. | Old Curtis | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Gamblin, Elmer & Douglas | Moss Hill No. 2 | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Gamblin, Etna | Dempster Strip | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Gillard, Herman | Gillard | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Goodacre & Howton (Volney Goodacre) | Parrish | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Goodloe, Elgie | Goodloe | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Grapevine Coal Co. | Grapevine C. C. | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hall-Luton Coal Mng. Co. | Hall-Luton C. Mng. Co. | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hart Coal Co. | Moss Hill | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hart Coal Co. | Victoria | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hoffman, J. W. | Peacock | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Jenkins & Patterson | Jenkins & Patterson | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Kington, H. L. | No. 14 | No. 14 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Laffoon, Robert | Laffoon | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Lakeview Coal Co., Inc. | Lakeview Coal Co. | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |

*For Truck Shipment Only—Prices in Cents per Ton for Shipments Into All Market Areas*—Continued

| Code member index—Name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Lakeview Coal Co., Inc. | Lakeview Coal No. 2 | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Lakeview Coal Co., Inc. | Lakeview Coal No. 3 | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Lakeview Coal Co., Inc. | Lakeview Coal No. 4 | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Lee, Tom | Lee | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Lick Creek Coal Co. | Charleston | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Long, Dick & Charlie Eli | Needmore | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Long, Thomas O. & Chester Barnes | Pennywinkle | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Lucas, C. O | Lucas | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Manire, B. L. | B. L. Manire | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Merrell & Dillingham | Oak Hill | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Merrill, Louis | Oak Hill | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Moore, B. D. | Moores | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Morris, Basil and Arthur | Morris Bros. | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Myers, D. M. | Myers | No. 14-11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Nantz, B. C. | Nantz | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Newcoal Corporation | Newcoal | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Ninth Vein Coal Co. | Ninth Vein C. C. | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Norton Coal Corp. | Nortonville No. 1 | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Norton Coal Corp. | Crabtree | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Offutt, Audie | Offutt's | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Penrod & Williams (J. H. Penrod) | Tarey Mines | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Pressley, Bently | Pressley No. 1 | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Ratliff Bros. (Arthur & Lucian Ratliff) | Lone Pine | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Rector, Leamon | Rector | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 102 | 115 | 85 | 75 |
| Reinecke Coal Mining Co., The | Eureka | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Robinson, R. E. | Robinson | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Rogers, Lonnie | Sunnyside | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Rogers, Lonnie | New Rex | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Sentry Coal Mining Co.* | Sentry | No. 14 | 250 | 250 | 220 | 205 | 205 | 195 | 190 | 190 | 185 | 180 | 180 | 175 | 175 | 175 | 175 | 175 | 165 | 155 | 155 | 155 | 150 | 120 | 110 |
| Sisk, W. T. (Mrs.) | Sisk | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Sixth Vein Coal Corp. | Sixth Vein | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Stirling Coal Co. of Ky. | Daniel Boone No. 9 | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Stokes, Noble | Cummins | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Styles, T. A. | Styles | No 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Thomas, G. E. | Purdy | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Trio Coal Co. of Ky. | Trio Mines | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Walker, J. B. | Walker | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Watson, R. T. | Watson | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| West Kentucky Coal Co. | North Diamond | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| West Kentucky Coal Co. | Fox Run | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| West Kentucky Coal Co. | Ky. Block No. 2 | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Williams Coal Co. | Williams | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Williams, John | Beech Hollow | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Winstead, I. E. | Martin | No. 11 | 205 | 205 | 180 | 170 | 165 | 155 | 160 | 160 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Workman, Mae D. (Mrs.) | J. H. Workman | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| *McLean County* | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baldwin, L. W. | Baldwins | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Blades & Rector | Blades & Rector | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Brown, Roy | Halls | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Dwire, Buck | Fox Hollow | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Greenlee, John W. | Greenlee | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hall, Dan | Hall's | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hall, J. D. | Hall's | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Howell, Edgar | Woods | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Jarvis, William H. | Jarvis | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Maddox & Baldwin | Maddox & Baldwin | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Penrod, O. C. | Penrod | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Swentner, Wolf | SWentner | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Taylor & Kirtley (Perry Taylor) | Taylor | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Wood & Bowman | Harrison | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Wood, Marvin & John Greenlee | Priest | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Wood & Wilkey (Haynes Wood) | Lone Oak | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Wood Bros. | Woods | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Wood, Walter | Walter Wood | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| *Muhlenberg County* | | | | | | | | | | | | | | | | | | | | | | | | | |
| Atkinson, Leland | Atkinson | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Baker & Thomson (Estil Baker) | Baker & Tomson | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Barton, B. B. | Barton | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Beadnell, G. C. | Beadnell | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Beech Creek Coal Co. | Beech Creek | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |

*For washed coal in Size Groups 10-11-12-13 add 10¢ per ton. For washed coal in Size Groups 18-19-20-21 add 15¢ per ton. For washed coal in Size Groups 22-23 add 45¢ per ton.

*For Truck Shipment Only—Prices in Cents per Ton for Shipments Into All Market Areas—Continued*

| Code member index—Name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3* | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Bevier Lamb Mining Co | Nos. 1 and 3 | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Blackwell, John | Blackwell C. C | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Bowles, W. H | Bowles | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Bridges, W. W., Rec., (Black Diamond Coal Mining Co.). | Black Diamond No. 2 | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Bridges, W. W., Rec., (Black Diamond Coal Mining Co.). | Black Diamond No. 3 | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Buck Knob Coal Co | Buck Knob Coal Co | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| C & P Mining Co | C & P Mining | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Carter, W. J | W. J. Carter | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Casebier Bros. (W. L. Casebier) | Old Casebier | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Clark Bros | Clarks | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Courtney, B. R | Courtney | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Crescent Coal Co | Crescent No. 2 | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Croxton, H. R | Noemwell | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Deering, Douglas | Fisher | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Devine, Will | Nonel | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Doss, George R | Doss | No. 14 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Dukes Bros | No. 1 | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Dukes Bros | No. 2 | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Finley & Stovall | Good Night Hill | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Fortney, M. L | M. L. Fortney | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Fox, W. K | Clark | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Greely, R. E | Greely-Gibbs C. C | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Greenville Coal Co | Martwick | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Haden, D. J. & T. R. Cessna | Haden & Cessna | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hall, Earl | Isabell | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hill, W. J | Hill | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Jarvis, Edgar | Ed. Jarvis | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Jernigan, H. A | Sylvey | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Jernigan, O. S | O. S. Jernigan | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Kirk Coal Mining Co | Kirk | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Kirtley, Frank | Frank Kirtley | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Knight, C. B | Knights | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Knight, K | Knight | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Lile, C. L | Snodgrass | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Luzerne-Graham Mng. Corp | Luzerne | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Luzerne-Graham Mng. Corp | Graham | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Mallory, Melvin | Mallory | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Mercer & Son, J. D | J. D. Mercer | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Mohon, R. A. and L. R. Bradley | Mohon & Bradley | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Morris, Kermit | | No. 14-12 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Murphy, J. W | Murphy | No. 14 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Nelson Creek Coal Co | Nelson | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Pacific Coal Co | Pacific | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Parsons Bros | No. 1 | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Perry, R | Perry | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Pinley Mines (Bun. Bartlett) | Pinley Mines | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Proctor & Ewing (G. W. Ewing) | Proctor & Ewing | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Rhoades, Richard | Rhoades | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Richardson Bros. (O. Richardson) | Richardson | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Roark, B. R | Roark's | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Rogers, Lonnie | Sugar Camp | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Roof Coal Co | Roof Coal Co | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Scroggins, Walter | Johnson | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Shearn Coal Co | Belcano | No. 6 | 250 | 250 | 230 | 205 | 205 | 195 | 190 | 190 | 185 | 190 | 190 | 185 | 185 | 200 | 200 | 200 | 190 | 180 | 180 | 180 | 175 | 145 | 135 |
| Skipworth, Barney | Richardson | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Steele, F. J | F. J. Steele | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Steele, John | Steele | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Steward, Dee | Harps Hill | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Sullivan, S. L | Sullivan | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Thompson, J. M | Thompson | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Turner, Glen | Turner | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Turner, Melvin & Denzel | Gibbs | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Vencill, Ray | Vencill Coal Co | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Vincent, Russell | Russell Vincent | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Walton, Percy | Lacefield | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Webb, Noel and Floyd Knight | Webb & Knight | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Wells, John | John Wells | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Whitfield, I. K | Whitfield | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Wickliff, Alney | Wickliff | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Wickliffe Coal Co | Browder | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Willow Creek Coal Co | Willow Creek C. C | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Young, R. E | Blackwell | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |

*For Truck Shipment Only—Prices in Cents per Ton for Shipments Into All Market Areas*—Continued

| Code member index—Name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| *Ohio County* | | | | | | | | | | | | | | | | | | | | | | | | | |
| Albin, V. M | Laurence Baize | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Alvey, H. H. (Alvey Mines) | Alvey Mines | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Blankenship, E | Blankenship | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Bratcher, Claude B. (Claude B. Bratcher C. Mine) | Bratcher Coal | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Camp, Ira and Loney McDaniels | Wiley Woodruff | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Chapman, John | Chapman | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Coffman, Roy C | Coffman | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Cooper, Cecil (Cooper Mines) | Cooper | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Crick, W. W | Cricks | No. 14 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Daniel, Charles E | Daniel | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Deanfield Coal Co | Deanfield | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Dockery & Sons, H. C | Dockery | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Dockery, N. W | N. W. Dockery | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Doyal, W. R | Doyal | No 14 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Ellis, Charlie and Alex Bozworth (T. R. Miller Coal Mine). | J. T. Miller | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Embry, Newton (Embry Coal Co.) | Embry | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Faught, N | Faught Mines | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Ford, J. S | J. S. Fords Mines | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Ford, Sam | Sam Ford Mines | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Fort Hartford Coal Co | Tichenor | No. 14 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Frizzell & Wilkerson | Wilkerson | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Griffin, John | John Griffin | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Growbarger, Geo. and Rodney Fulton | Scott | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Haskins, John (Haskins Mines) | Haskins Mines | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| High View Mining Co | Hamilton Nos. 1 and 2 | No. 14 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hodges, A. W | Hodges Mines | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hoheimer, George | Horton Coal Mng. Co | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hudnall, W. T | Hudnall Mines | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Hudnall, Will and Henry Martin | Martin | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| James, Jesse | Jesse James | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Kendall Bros | Kendall | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Lloyd, I. J | Bettinger | Stray | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Lloyd, Marshall | Roms Free | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Louisville Gas & Electric Co | Echols | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Maddox, L. E. (Maddox Coal Co.) | Maddox Coal | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Millard, Scott | Millard Mines | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Mitchell, Jim | Mitchells | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Moorman, C. H | Moorman Mines | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Morris, L. E | Horton Coal Co | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Oglesby & Bennett | Oglesby & Bennett | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Porter, F. D | Porters Mines | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Sheffield, Jesse | Sheffield | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Stevens & Son, W. H | Stevens | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Stone, Eddie | Grant Pollard | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Stone, Teddy | Stone | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Taylor & Dockery | Dockery | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Taylor, Henry | Taylor | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Tyra, R. T | Howard | No. 6-7 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Whitten, James | Truman | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Willett, J. E | Willett | No. 2 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Williams, Leonard | Williams | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Woodruff, Wiley (Woodruff C. C.) | Woodruff Coal Co | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| *Union County* | | | | | | | | | | | | | | | | | | | | | | | | | |
| Andre, James C | Rhemes | No. 10 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Blue Grass Coal Products Corp | Waco | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Callaway, R. W | Calloway | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Carter, W. M | Ames | No. 10 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Farmers Coal Co. (W. E. Bridwell, Jr. & W. B. Buchanan). | Spring Grove | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Felts & Son, Geo. H. (Arthur Felts) | Wilson | | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Highland Creek Coal Co | Highland Creek | No. 11 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Lovan, G. V | G. V. Lovan | No. 9 | 225 | 225 | 195 | 185 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| McGraw, Robert | McGraw | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Syers, John | Syers | No. 10 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| West Ky. Coal Co | No. 2 | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| West Ky. Coal Co | No. 8 | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Williams, S. B | S. B. Williams | | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| *Webster County* | | | | | | | | | | | | | | | | | | | | | | | | | |
| Allen, Roy E | Allen | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Babb, Lee | Babb | No. 11 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Brown, R. L | Wynn | No. 11 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |

*For Truck Shipment Only—Prices in Cents per Ton for Shipments Into All Market Areas*—Continued

| Code member index—Name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Burton, J. J. | Burton | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Coffman, Cleo | Stony Point | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Diamond Coal Co | Diamond Coal No. 1 | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Diamond Coal Co | Diamond Coal No. 2 | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Duvin Coal Co | Duvin (Ruckman) | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Harris, J. F. | Harris | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Johnson, T. W. (Johnson Coal Co.) | Johnson | No. 6 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Lucas, Lawson | Hankins | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Luton, C. B. | Gem | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Luton Mining Co | Tulno | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Marks, Ross & J. C. Nisbett | Marks & Nisbett | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Montezuma Coal Co | Montezuma C. C. | No. 6 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Phelps, J. H. and J. R. Roberts | Comback | No. 11 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Providence Coal Mining Co | Providence No. 3 | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Prow, D. A. | Golds Store | No. 6 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Siglar, Ray | Singlar's | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Starlite Mining Co | Gem | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Tandy, Edgar | Babb | No. 11 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Victory Coal Co | Victory Coal Co | No. 11 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Wanless & Williams (Tom Wanless) | Wanless | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| West Kentucky Coal Co | No. 3 | No. 11 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| West Kentucky Coal Co | No. 6 | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| West Kentucky Coal Co | No. 10 | No. 9 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |
| Woods, J. R. | J. R. Woods | No. 11 | 225 | 225 | 195 | 180 | 180 | 170 | 165 | 165 | 165 | 155 | 155 | 150 | 150 | 140 | 140 | 140 | 130 | 120 | 120 | 120 | 115 | 85 | 75 |

## SCHEDULE OF PROPOSED COORDINATED MINIMUM PRICES FOR DISTRICT NO. 10

### FOR ALL SHIPMENTS EXCEPT TRUCKS

### *Alphabetical List of Producers Shipping via Railroad*

| Producer | Mine | Price group No. | Mine index No. | Mine origin group No. | N. B. C. C. Sub-district | Post office address of producer |
|---|---|---|---|---|---|---|
| Bailey Bros. Coal Co | Diamond | 16 | 58 | 80 | Belleville | R. F. D. No. 4, DuQuoin, Ill. |
| Beaucoup Coal Company, Inc. | Beaucoup No. 6 | 16 | 5 | 25 | Belleville | Pinckneyville, Ill. |
| Beckemeyer Coal Company | Beckemeyer | 20 | 6 | 20 | Belleville | Beckemeyer, Ill. |
| Bell & Zoller Coal & Mining Co. | Zeigler No. 1 | 1 | 191 | 140 | Southern | 307 N. Michigan Ave., Chicago, Ill. |
| Bell & Zoller Coal & Mining Co. | Zeigler No. 2 | 1 | 192 | 140 | Southern | 307 N. Michigan Ave., Chicago, Ill. |
| Blakley Coal Company | Blakley | 25 | 13 | 91 | Fulton-Peoria | Canton, Ill. |
| Blue Bird Coal Co | Blue Bird No. 5 | 2 | 14 | 133 | Southern | Carrier Mills, Ill. |
| Bois Coal Company | Bois | 20 | 16 | 80 | Belleville | DuBois, Ill. |
| Buffalo Rock Coal Company | Buffalo Rock | 32 | 19 | 114 | Northern | 230 N. Michigan Ave., Chicago, Ill. |
| Burn-Well Coal Co | Bullock | 21 | 20 | 27 | Belleville | Collinsville, Ill. |
| Carter & Rednour Coal Co | C. & R. | 16 | 22 | 25 | Belleville | Cutler, Ill. |
| Central Illinois Coal Mining Co. | Central Ill. "A" | 13 | 28 | 46 | Central | Box 396, Springfield, Ill. |
| Central State Collieries, Inc. | Little Sister | 24 | 87 | 91 | Fulton-Peoria | 1706 Arcade Bldg., St. Louis, Mo. |
| Centralia Coal Company | Centralia No. 5 | 13 | 29 | 62 | Central | 307 N. Michigan Ave., Chicago Ill. |
| Chicago, Wilmington & Franklin Coal Co. | New Orient | 2 | 108 | 138 | Southern | 332 S. Michigan Ave., Chicago, Ill. |
| Chicago, Wilmington & Franklin Coal Co. | Orient No. 1 | 2 | 124 | 138 | Southern | 332 S. Michigan Ave., Chicago, Ill. |
| Chicopee Coal Company | Troy | 20 | 173 | 22 | Belleville | Troy, Ill. |
| Citizens Coal Company | East Mine | 20 | 43 | 20 | Belleville | Breese, Ill. |
| Conant Coal Company | Conant | 20 | 31 | 25 | Belleville | Conant, Ill. |
| Consolidated Coal Company, The. | Buckhorn | 2 | 18 | 142 | Southern | 2069 Railway Exc. Bldg., St. Louis, Mo. |

*Alphabetical List of Producers Shipping via Railroad*—Continued

| Producer | Mine | Price group No. | Mine index No. | Mine origin group No. | N. B. C. C. Sub-district | Post office address of producer |
|---|---|---|---|---|---|---|
| Consolidated Coal Company, The. | Consolidated No. 7. | 12 | 32 | 58 | Central | 2069 Railway Exc. Bldg., St. Louis, Mo. |
| Consolidated Coal Company, The. | Consolidated No. 15. | 12 | 33 | 51 | Central | 2069 Railway Exc. Bldg., St. Louis, Mo. |
| Consolidated Coal Company, The. | Jefferson County, Mine No. 20. | 2 | 75 | 143 | Southern | 2069 Railway Exc. Bldg., St. Louis, Mo. |
| Consolidated Coal Company, The. | New Monarch | 2 | 106 | 140 | Southern | 2069 Railway Exc. Bldg., St., Louis, Mo. |
| Coulterville Coal Company | Perco | 16 | 135 | 30 | Belleville | Coulterville, Ill. |
| Crain Coal Company | Crain | 20 | 34 | 25 | Belleville | Percy, Ill. |
| Crescent Mining Co | LaMarsh No. 1 | 26 | 81 | 126 | Fulton-Peoria | 307 N. Michigan Ave., Chicago, Ill. |
| Crescent Mining Co | LaMarsh No. 6 | 26 | 82 | 126 | Fulton-Peoria | 307 N. Michigan Ave., Chicogo, Ill. |
| Cutler Coal Company, Inc. | New Wilson | 20 | 110 | 25 | Belleville | Cutler, Ill. |
| Delta Coal Mining Co | Delta | 3 | 36 | 134 | Southern | 1012 Baltimore Ave., Kansas City, Mo. |
| Diamond Coal Company (Augustine Colonl, Prop.). | Diamond No. 2 | 4 | 40 | 132 | Southern | 215 N. 18th St., Herrin, Ill. |
| Edgar Coal Company (Wm. T. Edgar, Prop.). | Little Muddy | 16 | 85 | 80 | DuQuoin | Tamaroa, Ill. |
| Forsyth-Carterville Coal Co | Forsyth-Carterville. | 4 | 50 | 134 | Southern | 807 Fullerton Bldg., St. Louis, Mo. |
| Franklin County Coal Corp | Energy No. 5 | 1 | 44 | 140 | Southern | 135 S. LaSalle St., Chicago, Ill. |
| Franklin County Coal Corp | Royalton No. 7 | 1 | 151 | 140 | Southern | 135 S. LaSalle St., Chicago, Ill. |
| Freeburg Coal Company | Freeburg | 20 | 53 | 21 | Belleville | Freeburg, Ill. |
| Freeman Coal Mining Co | Freeman | 2 | 54 | 139 | Southern | 332 S. Michigan Ave., Chicago, Ill. |
| Gill Coal Corporation | Lyle | 20 | 89 | 21 | Belleville | Marissa, Ill. |
| Gillespie Coal Co | Gillespie | 13 | 57 | 49 | Central | 1409 Boatmens Bank Bldg., St. Louis, Mo. |
| Golden Rule Coal Co | Golden Rule | 20 | 59 | 21 | Belleville | Lenzburg, Ill. |

*Alphabetical List of Producers Shipping via Railroad*—Continued

| Producer | Mine | Price group No. | Mine index No. | Mine origin group No. | N. B. C. C. Sub-district | Post office address of producer |
|---|---|---|---|---|---|---|
| Golden Rule Coal Co. | Golden Rule | 25 | 60 | 93 | Fulton-Peoria | Middle Grove, Ill. |
| Groom Coal Co. | Richland | 20 | 149 | 21 | Belleville | 1906 W. Main St., Belleville, Ill. |
| Gundlach Coal Company | Gundlach | 20 | 61 | 20 | Belleville | Edgemont Station, East St. Louis, Ill. |
| Hillsboro Mining Company | Hillsboro | 13 | 68 | 47 | Central | 1123 School St., Hillsboro, Ill. |
| Home Coal Company (Townsend Blanchard, Prop.). | Victory | 16 | 178 | 80 | Belleville | Tamaroa, Ill. |
| Illinois Colliery Co. | Illinois Colliery | 25 | 71 | 91 | Fulton-Peoria | Farmington, Ill. |
| Illinois-Missouri Coal Co. (H. W. Bradbury, Prop.) | Ill-Mo | 16 | 72 | 24 | Belleville | Sparta, Ill. |
| Illinois Pocahontas Coal Co. | Pocahontas | 21 | 138 | 27 | Belleville | 320 N. 4th St., St. Louis, Mo. |
| Jones Bros. Coal Mining Co. | Eureka No. 2 | 16 | 45 | 21 | Belleville | Marissa, Ill. |
| Lake Erie Mining Co. | Lake Erie | 26 | 80 | 125 | Fulton-Peoria | Box 33, Peoria, Ill. |
| Lenzburg Coal Company | Lenzburg | 20 | 83 | 21 | Belleville | Lenzburg, Ill. |
| Little John Coal Co. | Little John | 28 | 84 | 92 | Fulton-Peoria | 1016 Merchants Bank Bldg., Indianapolis, Ind. |
| Livingston-Mt. Olive Coal Co., The. | Livingston No. 1. | 13 | 88 | 56 | Central | Livingston, Ill. |
| Lumaghi Coal Company | Cantine No. 2 | 22 | 23 | 32 | Belleville | 408 Olive St., St. Louis, Mo. |
| Lumaghi Coal Company | Cantine No. 3 | 22 | 24 | 32 | Belleville | 408 Olive St., St. Louis, Mo. |
| Macon County Coal Co. | Macon County | 13 | 90 | 48 | Central | 700 S. Main St., Decatur, Ill. |
| Madison County Coal & Mining Co. | Thermal | 23 | 170 | 49 | Belleville | R. R. No. 4, Edwardsville, Ill. |
| Marion County Coal Co. | Glenridge | 13 | 58 | 62 | Central | Old National Bank Bldg., Centralia, Ill. |
| Marissa Coal Company | O. K | 20 | 114 | 21 | Belleville | Marissa, Ill. |
| Marvel Coal Company | Marvel | 5 | 92 | 135 | Southern | Pittsburg, Ill. |
| Mascoutah Coal & Mining Co. | Mascoutah | 20 | 93 | 23 | Belleville | Mascoutah, Ill. |
| McLaren Coal Company | McLaren | 6 | 94 | 134 | Southern | Gas Building, Marion, Ill. |
| Midland Electric Coal Corp. | Atkinson | 34 | 2 | 10 | Northern | 1320 Fletcher Trust Bldg., Indianapolis, Ind. |
| Midland Electric Coal Corp. | Middle Grove | 27 | 95 | 95 | Fulton-Peoria | 1320 Fletcher Trust Bldg., Indianapolis, Ind. |
| Midwest Smokeless Fuel Corp. | Midwest Smokeless. | 19 | 96 | 26 | Belleville | 408 Olive St., St. Louis, Mo. |
| Mine "B" Coal Co., The | Mine "B" | 13 | 97 | 46 | Central | Box 311, Springfield, Ill. |
| Moffat Coal Company | Moffat | 19 | 99 | 26 | Belleville | Sparta, Ill. |
| Morgan Coal Company, F. C. (Ray Morgan, Prop.). | Morgan | 19 | 100 | 26 | Belleville | 411 Underwriters Bldg., Indianapolis, Ind. |
| Morgan Coal Company, F. C. (Ray Morgan, Prop.). | Old Vermilion | 14 | 123 | 71 | Central | 411 Underwriters Bldg., Indianapolis, Ind. |
| Mt. Olive Coal Company | Hoosier | 13 | 70 | 48 | Central | Mt. Olive, Ill. |
| Mt. Olive & Staunton Coal Co. | Mt. Olive & Staunton No. 2. | 12 | 101 | 50 | Central | 806 Laclede Gas Bldg., St. Louis, Mo. |
| Mulberry Hill Coal Co. | Mulberry Hill | 20 | 102 | 21 | Belleville | R. R. No. 1, Feeeburg, Ill. |
| New Galum Coal Corporation. | New Galum | 20 | 105 | 25 | Belleville | c/o Holly Landfried, Secy. Cutler, Ill. |
| Trustees for Employees of Nokomis Coal Co. | Reliance | 13 | 147 | 42 | Central | 1123 School St., Nokomis, Ill. |
| Northern Illinois Coal Corp. | Wilmington No. 10. | 29 | 189 | 116 | Northern | 310 S. Michigan Ave., Chicago, Ill. |
| Number 5 Pinckneyville Mining Co. | Pinckneyville No. 5. | 16 | 137 | 31 | Belleville | Pinckneyville, Ill. |
| Old Ben Coal Corporation | Old Ben No. 8 | 2 | 118 | 138 | Southern | 230 S. Clark St., Chicago, Ill. |
| Old Ben Coal Corporation | Old Ben No. 11 | 2 | 119 | 132 | Southern | 230 S. Clark St., Chicago, Ill. |
| Old Ben Coal Corporation | Old Ben No. 14 | 2 | 120 | 140 | Southern | 230 S. Clark St., Chicago, Ill. |
| Old Ben Coal Corporation | Old Ben No. 15 | 2 | 121 | 137 | Southern | 230 S. Clark St., Chicago, Ill. |
| Osage Coal Company | Osage | 30 | 125 | 114 | Northern | 314 Nat'l Bank Bldg., Pittsburg, Kan. |
| Pana Coal Company | Pana No. 1 | 13 | 127 | 57 | Central | 5 N. State St., Pana, Ill. |
| Panther Creek Mines, Inc. | Panther Creek No. 2. | 13 | 129 | 52 | Central | 225½ S. 6th St., Springfield, Ill. |
| Panther Creek Mines, Inc. | Panther Creek No. 4. | 13 | 130 | 41 | Central | 225½ S. 6th St., Springfield, Ill. |
| Panther Creek Mines, Inc. | Panther Creek No. 5. | 13 | 131 | 41 | Central | 225½ S. 6th St., Springfield, Ill. |
| Peabody Coal Company | Black Arrow No. 18. | 1 | 9 | 137 | Southern | 231 S. LaSalle St., Chicago, Ill. |

*Alphabetical List of Producers Shipping via Railroad*—Continued

| Producer | Mine | Price group No. | Mine index No. | Mine origin group No. | N. B. C. C. Sub-district | Post office address of producer |
|---|---|---|---|---|---|---|
| Peabody Coal Company | Capitol No. 57 | 12 | 25 | 55 | Central | 231 S. LaSalle St., Chicago, Ill. |
| Peabody Coal Company | Carter Process Plant. | 12 | 27 | 43 | Central | 231 S. LaSalle St., Chicago, Ill. |
| Peabody Coal Company | Harco No. 47 | 1 | 62 | 133 | Southern | 231 S. LaSalle St., Chicago, Ill. |
| Peabody Coal Company | Hawthorn No. 7 | 12 | 63 | 43 | Central | 231 S. LaSalle St., Chicago, Ill. |
| Peabody Coal Company | Hawthorn No. 8 | 12 | 64 | 43 | Central | 231 S. LaSalle St., Chicago, Ill. |
| Peabody Coal Company | Hawthorn No. 9 | 12 | 65 | 43 | Central | 231 S. LaSalle St., Chicago, Ill. |
| Peabody Coal Company | Hawthorn No. 58. | 12 | 66 | 43 | Central | 231 S. LaSalle St., Chicago, Ill. |
| Peabody Coal Company | Majestic No. 14 | 8 | 91 | 80 | DuQuoin | 231 S. LaSalle St., Chicago, Ill. |
| Peabody Coal Company | Peerless No. 59 | 12 | 132 | 40 | Central | 231 S. LaSalle St., Chicago, Ill. |
| Peabody Coal Company | Premium No. 43 | 1 | 141 | 133 | Southern | 231 S. LaSalle St., Chicago, Ill. |
| Peabody Coal Company | Westville No. 24 | 15 | 186 | 74 | Central | 231 S. LaSalle St., Chicago, Ill. |
| Peabody Coal Company | Woodside No. 33 | 12 | 190 | 51 | Central | 231 S. LaSalle St., Chicago, Ill. |
| Penwell Coal Mining Company. | Penwell | 13 | 134 | 54 | Central | 4th & Chestnut, Pana, Ill. |
| Perfection Coal Company | Perfection | 9 | 136 | 80 | DuQuoin | DuQuoin, Ill. |
| Perry Coal Company | Carbon | 20 | 26 | 20 | Belleville | 1409 Boatmens Bank Bldg., St. Louis, Mo. |
| Perry Coal Company | St. Ellen | 19 | 153 | 22 | Belleville | 1409 Boatmens Bank Bldg., St. Louis, Mo. |
| Peru Deep Vein Coal Co. | Ill. Zinc No. 3 | 31 | 73 | 118 | Northern | 1111 Water St., Peru, Ill. |
| Prairie Coal Company | Prairie | 20 | 139 | 22 | Belleville | 611 Olive St., St. Louis, Mo. |
| Pschirrer & Sons Coal Co. | Kildee No. 3 | 25 | 78 | 96 | Fulton-Peoria | R. R. No. 4, Canton, Ill. |
| Pyramid Coal Corporation | Pyramid | 17 | 142 | 31 | Belleville | 230 N. Michigan Ave., Chicago, Ill. |
| Rex Coal Company | Rex No. 2 | 2 | 148 | 141 | Southern | 332 S. Michigan Ave., Chicago, Ill. |
| Roanoke Coal Company | Roanoke | 31 | 150 | 111 | Northern | Roanoke, Ill. |
| Sahara Coal Company | Bankston Creek No. 6. | 7 | 4 | 141 | Southern | 59 E. Van Buren St., Chicago, Ill. |
| Sahara Coal Company | Sahara No. 1 | 1 | 154 | 133 | Southern | 59 E. Van Buren St., Chicago, Ill. |
| Sahara Coal Company | Sahara No. 3 | 1 | 155 | 133 | Southern | 59 E. Van Buren St., Chicago, Ill. |
| Sahara Coal Company | Sahara No. 5 | 1 | 156 | 141 | Southern | 50 E. Van Buren St., Chicago, Ill. |
| Sahara Coal Company | Sahara No. 10 | 1 | 157 | 141 | Southern | 59 E. Van Buren St., Chicago, Ill. |
| Sahara Coal Company | Sahara No. 12 | 1 | 158 | 133 | Southern | 59 E. Van Buren St., Chicago, Ill. |
| St. Louis & O'Fallon Coal Co. | Black Eagle No. 2. | 20 | 11 | 28 | Belleville | 2927 S. Broadway, St. Louis, Mo. |
| St. Louis Coal Company | Florida | 19 | 48 | 31 | Belleville | 1104 Fullerton Bldg., St. Louis, Mo. |
| Service Coal & Mining Co. | Service | 20 | 159 | 23 | Belleville | Box 205, Belleville, Ill. |
| Seymour Coal Mining Company. | Freeman Spur | 2 | 55 | 140<br>134 | Southern | 332 S. Michigan Ave., Chicago, Ill. |
| Shuler Coal Mining Company | Alpha No. 2 | 33 | 1 | 91 | Northern | 609 Kahl Building, Davenport, Iowa. |
| Skelton Coal Company, J. G. | Skelton | 14 | 162 | 72 | Central | 625 Warrington Ave., Danville, Ill. |
| South Mine Company | South Mine | 13 | 163 | 49 | Central | Carlinville Nat'l. Bank, Carlinville, Ill. |
| Southern Coal, Coke & Mining Co. | Avery No. 1 | 19 | 3 | 29 | Belleville | 319 N. Fourth St., St. Louis, Mo. |
| Southern Coal, Coke & Mining Co. | Little Oak No. 7 | 19 | 86 | 29 | Belleville | 319 N. Fourth St., St. Louis, Mo. |
| Southern Coal, Coke & Mining Co. | Muren No. 6 | 19 | 103 | 29 | Belleville | 319 N. Fourth St., St. Louis, Mo. |
| Southern Coal, Coke & Mining Co. | New Baden No. 9. | 19 | 104 | 29 | Belleville | 319 N. Fourth St., St. Louis, Mo. |
| Southern Coal, Coke & Mining Co. | Shiloh No. 8 | 19 | 161 | 29 | Belleville | 319 N. Fourth St., St. Louis, Mo. |
| Southwestern Illinois Coal Corporation. | Streamline | 18 | 165 | 33 | Belleville | 1317 Fletcher Trust Bldg., Indianapolis, Ind. |
| Spring Valley Coal Mining Co., The. | Spring Valley No. 3. | 31 | 164 | 112 | Northern | R. F. D. No. 1, Box 75B, Spring Valley, Ill. |
| Superior Coal Company | Superior No. 1 | 13 | 166 | 44 | Central | 400 W. Madison St., Chicago, Ill. |

*Alphabetical List of Producers Shipping via Railroad*—Continued

| Producer | Mine | Price group No. | Mine index No. | Mine origin group No. | N. B. C. C. Sub-district | Post office address of producer |
|---|---|---|---|---|---|---|
| Superior Coal Company | Superior No. 2 | 13 | 167 | 44 | Central | 400 W. Madison St., Chicago, Ill. |
| Superior Coal Company | Superior No. 3 | 13 | 168 | 44 | Central | 400 W. Madison St., Chicago, Ill. |
| Superior Coal Company | Superior No. 4 | 13 | 169 | 44 | Central | 400 W. Madison St., Chicago Ill. |
| Sutton, W. G. | Minonk | 31 | 98 | 117 | Northern | Box 207, Minonk, Ill. |
| Tilton Mining Company | Tilton | 14 | 171 | 73 | Central | Station C, Danville, Ill. |
| Truax-Traer Coal Company | Fiatt | 24 | 46 | 91 | Fulton-Peoria | 8 S. Michigan Ave., Chicago, Ill. |
| Truax-Traer Coal Company | Forsyth No. 1 | 10 | 49 | 82 | DuQuoin | 8 S. Michigan Ave., Chicago, Ill. |
| Truax-Traer Coal Company | St. David | 24 | 152 | 91 | Fulton-Peoria | 8 S. Michigan Ave., Chicago, Ill. |
| Union Coal Company | Union | 31 | 175 | 118 | Northern | 112 E. Fifth St., Peru, Ill. |
| Union Colliery Company | Kathleen | 11 | 77 | 80 | DuQuoin | 315 N. 12th Blvd., St. Louis, Mo. |
| United Electric Coal Cos., The | Buckheart | 24 | 17 | 91 | Fulton-Peoria | 307 N. Michigan Ave., Chicago, Ill. |
| United Electric Coal Cos., The | Cuba | 24 | 35 | 91 | Fulton-Peoria | 307 N. Michigan Ave., Chicago, Ill. |
| United Electric Coal Cos., The | Fidelity | 17 | 47 | 31 | Belleville | 307 N. Michigan Ave., Chicago, Ill. |
| United Electric Coal Cos., The | Red Ray | 19 | 145 | 21 | Belle ville | 307 N. Michigan Ave., Chicago, Ill. |
| United States Fuel Company | Bunsenville | 14 | 21 | 70 | Central | 208 S. LaSalle St., Chicago, Ill. |
| Valier Coal Company | Valier No. 1 | 2 | 176 | 132 | Southern | 547 W. Jackson Blvd., Chicago, Ill. |
| Vinegar Hill Coal Company | Vinegar Hill | 20 | 179 | 21 | Belleville | Lenzburg, Ill. |
| Virden Mining Corporation | Virden | 13 | 180 | 53 | Central | Virden, Ill. |
| Wallace Coal Company | Wallace | 5 | 182 | 135 | Southern | 300 Public Square, Marion, Ill. |
| Wasson Coal Company | Wasson "A" | 2 | 183 | 133 | Southern | Harrisburg, Ill. |
| Wasson Coal Company | Wasson No. 1 | 2 | 184 | 141 | Southern | Harrisburg, Ill. |
| White Coal Company, Inc | White | 19 | 188 | 23 | Belleville | Box 303, Belleville, Ill. |
| Wilmington Coal Mines, Inc | Ottawa | 32 | 126 | 114 | Northern | Box 311, Morris, Ill. |

*Mine Index Nos. of Mines Shipping via Railroad*

| Mine index No. | Mine | Producer | Price group No. | Mine origin group No. | Shipping point | Railroad |
|---|---|---|---|---|---|---|
| 1 | Alpha No. 2 | Shuler Coal Mining Company | 33 | 91 | Alpha | CB&Q. |
| 2 | Atkinson | Midland Electric Coal Corp | 34 | 10 | Atkinson | CRI&P. |
| 3 | Avery No. 1 | Southern Coal, Coke & Mining Co | 19 | 29 | Belleville | Sou. |
| 4 | Bankston Creek No. 6 | Sahara Coal Company | 7 | 141 | Harrisburg | CCC&StL-IC. |
| 5 | Beaucoup No. 6 | Beaucoup Coal Company, Inc | 16 | 25 | Pinckneyville | MP. |
| 6 | Beckemeyer | Beckemeyer Coal Company | 20 | | Beckemeyer | B&O. |
| 9 | Black Arrow No. 18 | Peabody Coal Company | 1 | 137 | West Frankfort | C&EI-CB&Q-IC. |
| 11 | Black Eagle No. 2 | St. Louis & O'Fallon Coal Co | 20 | 28 | Black Eagle | StL&O'F. |
| 13 | Blakley | Blakley Coal Company | 25 | 91 | Canton | CB&Q. |
| 14 | Blue Bird No. 5 | Blue Bird Coal Co | 2 | 133 | Carrier Mills | CCC&StL. |
| 16 | Bois | Bois Coal Company | 20 | 80 | Bois | IC. |
| 17 | Buckheart | United Electric Coal Cos., The | 24 | 91 | Canton | CB&Q. |
| 18 | Buckhorn | Consolidated Coal Company, The | 2 | 142 | Buckhorn Mine | IC-MP. |
| 19 | Buffalo Rock | Buffalo Rock Coal Company | 32 | 114 | Ottawa | CRI&P. |
| 20 | Bullock | Burn-Well Coal Co | 21 | 27 | Collinsville | PRR. |
| 21 | Bunsenville | United States Fuel Company | 14 | 70 | Westville | C&EI. |
| 22 | C. & R. | Carter & Rednour Coal Co | 16 | 25 | Cutler | MP. |
| 23 | Cantine No. 2 | Lumaghi Coal Company | 22 | 32 | Collinsville | IT-PRR. |
| 24 | Cantine No. 3 | Lumaghi Coal Company | 22 | 32 | Cantine | IT-PRR. |
| 25 | Capitol No. 57 | Peabody Coal Company | 12 | 55 | Springfield | B&O-IC. |
| 26 | Carbon | Perry Coal Company | 20 | 20 | O'Fallon | B&O. |

*Mine Index Nos. of Mines Shipping via Railroad*—Continued

| Mine index No. | Mine | Producer | Price group No. | Mine origin group No. | Shipping point | Railroad |
|---|---|---|---|---|---|---|
| 27 | Carter Process Plant | Peabody Coal Company | 12 | 43 | Carter | C&IM. |
| 28 | Central Ill. "A" | Central Illinois Coal Mining Co | 13 | 46 | Hurd | CS&STL. |
| 29 | Centralia No. 5 | Centralia Coal Company | 13 | 62 | Centralia | CB&Q-IC. |
| 31 | Conant | Conant Coal Company | 20 | 25 | Conant | MP. |
| 32 | Consolidated No. 7 | Consolidated Coal Company, The | 12 | 58 | Staunton | L&M-Wab. |
| 33 | Consolidated No. 15 | Consolidated Coal Company, The | 12 | 51 | Mt. Olive | Wab. |
| 34 | Crain | Crain Coal Company | 20 | 25 | Percy | MP. |
| 35 | Cuba | United Electric Coal Cos., The | 24 | 91 | Lewiston | CB&Q. |
| 36 | Delta | Delta Coal Mining Co | 3 | 134 | Delta | IC. |
| 38 | Diamond | Bailey Bros. Coal Co | 16 | 80 | DuQuoin | IC. |
| 40 | Diamond No. 2 | Diamond Coal Company (Augustine Coloni, Prop.). | 4 | 132 | Herrin | CB&Q. |
| 43 | East Mine | Citizens Coal Company | 20 | 20 | Breese | B&O. |
| 44 | Energy No. 5 | Franklin County Coal Corp | 1 | 140 | Energy | CB&Q-IC-MP. |
| 45 | Eureka No. 2 | Jones Bros. Coal Mining Co | 16 | 21 | Marissa | IC. |
| 46 | Fiatt | Truax-Traer Coal Company | 24 | 91 | St. David | CB&Q. |
| 47 | Fidelity | United Electric Coal Cos., The | 17 | 31 | Fidelity | IC-MP. |
| 48 | Florida | St. Louis Coal Company | 19 | 31 | Coulterville | IC-MP. |
| 49 | Forsyth No. 1 | Truax-Traer Coal Company | 10 | 82 | Hallidayboro | IC-MP. |
| 50 | Forsyth-Carterville | Forsyth-Carterville Coal Co | 4 | 134 | Carterville | IC. |
| 53 | Freeburg | Freeburg Coal Company | 20 | 21 | Freeburg | IC. |
| 54 | Freeman | Freeman Coal Mining Co | 2 | 139 | Freeman | CB&Q-IC. |
| 55 | Freeman Spur | Seymour Coal Mining Company | 2 | 140 | Freeman Spur Mine. | CB&Q-IC-MP. |
| 57 | Gillespie | Gillespie Coal Co | 13 | 49 | Gillespie | IT. |
| 58 | Glenridge | Marion County Coal Co | 13 | 62 | Centralia & Glenridge.<br>Centralia | CB&Q.<br>IC. |
| 59 | Golden Rule | Golden Rule Coal Co | 20 | 21 | Lenzburg | IC. |
| 60 | Golden Rule | Golden Rule Coal Co | 25 | 93 | Middle Grove | M&StL. |
| 61 | Gundlach | Gundlach Coal Company | 20 | 20 | Caseyville | B&O. |
| 62 | Harco No. 47 | Peabody Coal Company | 1 | 133 | Harrisburg | CCC&StL. |
| 63 | Hawthorn No. 7 | Peabody Coal Company | 12 | 43 | Kincaid | C&IM. |
| 64 | Hawthorn No. 8 | Peabody Coal Company | 12 | 43 | Humphrey | C&IM. |
| 65 | Hawthorn No. 9 | Peabody Coal Company | 12 | 43 | Calloway | C&IM. |
| 66 | Hawthorn No. 58 | Peabody Coal Company | 12 | 43 | Taylorville | C&IM. |
| 68 | Hillsboro | Hillsboro Mining Company | 13 | 47 | Hillsboro | CCC&StL. |
| 70 | Hoosier | Mt. Olive Coal Company | 13 | 48 | Mt. Olive | IC. |
| 71 | Illinois Colliery | Illinois Colliery Co | 25 | 91 | Farmington | CB&Q. |
| 72 | Ill-Mo. | Illinois-Missouri Coal Co. (H. W. Bradbury, Prop.). | 16 | 24 | Sparta | M-I. |
| 73 | Ill. Zinc No. 3 | Peru Deep Vein Coal Co | 31 | 118 | Peru<br>LaSalle | CRI&P.<br>CB&Q. |
| 75 | Jefferson County, Mine No. 20. | Consolidated Coal Company, The | 2 | 143 | Nason | JSW (C&EI-MP). |
| 77 | Kathleen | Union Colliery Company | 11 | 80 | Dowell | IC. |
| 78 | Kildee No. 3 | Pschirrer & Sons Coal Co | 25 | 96 | Canton | CB&Q-TP&W. |
| 80 | Lake Erie | Lake Erie Mining Co | 26 | 125 | East Peoria | P&PU. |
| 81 | LaMarsh No. 1 | Crescent Mining Co | 26 | 126 | LaMarsh | PT. |
| 82 | LaMarsh No. 6 | Crescent Mining Co | 26 | 126 | LaMarsh | PT. |
| 83 | Lenzburg | Lenzburg Coal Company | 20 | 21 | Lenzburg | IC. |
| 84 | Little John | Little John Coal Co | 28 | 92 | Victoria | G&GE. |
| 85 | Little Muddy | Edgar Coal Company (Wm. T. Edgar, Prop.). | 16 | 80 | Tamaroa | IC. |
| 86 | Little Oak No. 7 | Southern Coal, Coke & Mining Co | 19 | 29 | Belleville | Sou. |
| 87 | Little Sister | Central State Collieries, Inc | 24 | 91 | St. David | CB&Q. |
| 88 | Livingston No. 1 | Livingston-Mt. Olive Coal Co., The | 13 | 56 | Livingston | C&EI-CCC&StL. |
| 89 | Lyle | Gill Coal Corporation | 20 | 21 | Marissa | IC. |
| 90 | Macon County | Macon County Coal Co | 13 | 48 | Decatur | IC. |
| 91 | Majestic No. 14 | Peabody Coal Company | 8 | 80 | Clinch | IC. |
| 92 | Marvel | Marvel Coal Company | 5 | 135 | Pittsburg | MP. |
| 93 | Mascoutah | Mascoutah Coal & Mining Co | 20 | 23 | Mascoutah | L&N. |
| 94 | McLaren | McLaren Coal Company | 6 | 134 | Carterville | IC. |
| 95 | Middle Grove | Midland Electric Coal Corp | 27 | 95 | Middle Grove | C&NW-M&StL. |
| 96 | Midwest Smokeless | Midwest Smokeless Fuel Corp | 19 | 26 | Millstadt | M&O. |
| 97 | Mine "B" | Mine "B" Coal Co., The | 13 | 46 | Springfield | CS&StL. |
| 98 | Minonk | Sutton, W. G | 31 | 117 | Minonk | AT&SF-IC. |
| 99 | Moffat | Moffat Coal Company | 19 | 26 | Sparta | M&O. |
| 100 | Morgan | Morgan Coal Company, F. C. (Ray Morgan, Prop.). | 19 | 26 | Millstadt | M&O. |
| 101 | Mt. Olive and Staunton No. 2. | Mt. Olive & Staunton Coal Co | 12 | 50 | Staunton | L&M. |
| 102 | Mulberry Hill | Mulberry Hill Coal Co | 20 | 21 | Freeburg | IC. |

*Mine Index Nos. of Mines Shipping via Railroad*—Continued

| Mine Index No. | Mine | Producer | Price group No. | Mine origin group No. | Shipping point | Railroad |
|---|---|---|---|---|---|---|
| 103 | Muren No. 6 | Southern Coal, Coke & Mining Co. | 19 | 29 | Belleville | Sou. |
| 104 | New Baden No. 9 | Southern Coal, Coke & Mining Co. | 19 | 29 | New Baden | Sou. |
| 105 | New Galum | New Galum Coal Corporation, Trustees for Employees of. | 20 | 25 | Cutler | MP. |
| 106 | New Monarch | Consolidated Coal Company, The | 2 | 140 | New Monarch Mine. | CB&Q-IC-MP. |
| 108 | New Orient | Chicago, Wilmington & Franklin Coal Co. | 2 | 138 | Orient | C&EI-CB&Q-IC-MP. |
| 110 | New Wilson | Cutler Coal Company, Inc | 20 | 25 | Cutler | MP. |
| 114 | O. K | Marissa Coal Company | 20 | 21 | Marissa | IC. |
| 118 | Old Ben No. 8 | Old Ben Coal Corporation | 2 | 138 | West Frankfort | C&EI-CB&Q-IC-MP. |
| 119 | Old Ben No. 11 | Old Ben Coal Corporation | 2 | 132 | West Frankfort | CB&Q. |
| 120 | Old Ben No. 14 | Old Ben Coal Corporation | 2 | 140 | Christopher | CB&Q-IC-MP. |
| 121 | Old Ben No. 15 | Old Ben Coal Corporation | 2 | 137 | West Frankfort | C&EI-CB&Q-IC. |
| 123 | Old Vermilion | Morgan Coal Company, F. C. (Ray Morgan, Prop.). | 14 | 71 | Oakwood | CCC&StL. |
| 124 | Orient No. 1 | Chicago, Wilmington & Franklin Coal Co. | 2 | 138 | Orient | C&EI-CB&Q-IC-MP. |
| 125 | Osage | Osage Coal Company | 30 | 114 | Ottawa | CRI&P. |
| 126 | Ottawa | Wilmington Coal Mines, Inc | 32 | 114 | Marseilles | CRI&P. |
| 127 | Pana No. 1 | Pana Coal Company | 13 | 57 | Pana | C&EI - CCC&StL-IC. |
| 129 | Panther Creek No. 2 | Panther Creek Mines, Inc | 13 | 52 | Springfield | B&O. |
| 130 | Panther Creek No. 4 | Panther Creek Mines, Inc | 13 | 41 | Springfield | B&O. |
| 131 | Panther Creek No. 5 | Panther Creek Mines, Inc | 13 | 41 | Sherman | B&O. |
| 132 | Peerless No. 59 | Peabody Coal Company | 12 | 40 | Springfield | Alton. |
| 134 | Penwell | Penwell Coal Mining Company | 13 | 54 | Pana | B&O-CCC&StL-IC. |
| 135 | Perco | Coulterville Coal Company | 16 | 30 | Coulterville | IC-M&I. |
| 136 | Perfection | Perfection Coal Company | 9 | 80 | DuQuoin | IC. |
| 137 | Pinckneyville No. 5 | Number 5 Pinckneyville Mining Co. | 16 | 31 | Pinckneyville | IC-MP. |
| 138 | Pocahontas | Illinois Pocahontas Coal Co | 21 | 27 | Pocahontas | PRR. |
| 139 | Prairie | Prairie Coal Company | 20 | 22 | O'Fallon | IT. |
| 141 | Premium No. 43 | Peabody Coal Company | 1 | 133 | Harrisburg | CCC&StL. |
| 142 | Pyramid | Pyramid Coal Corporation | 17 | 31 | Pinckneyville | IC-MP. |
| 145 | Red Ray | United Electric Coal Cos., The | 19 | 21 | Freeburg | IC. |
| 147 | Reliance | Nokomis Coal Co | 13 | 42 | Nokomis | C&EI. |
| 148 | Rex No. 2 | Rex Coal Company | 2 | 141 | Eldorado | CCC&StL-IC. |
| 149 | Richland | Groom Coal Co | 20 | 21 | Belleville | IC. |
| 150 | Roanoke | Roanoke Coal Company | 31 | 111 | Roanoke | AT&SF. |
| 151 | Royalton No. 7 | Franklin County Coal Corp | 1 | 140 | Royalton | CB&Q-IC-MP |
| 152 | St. David | Truax-Traer Coal Company | 24 | 91 | St. David | CB&Q. |
| 153 | St. Ellen | Perry Coal Company | 19 | 22 | O'Fallon | IT. |
| 154 | Sahara No. 1 | Sahara Coal Company | 1 | 133 | Harrisburg | CCC&StL. |
| 155 | Sahara No. 3 | Sahara Coal Company | 1 | 133 | Harrisburg | CCC&StL. |
| 156 | Sahara No. 5 | Sahara Coal Company | 1 | 141 | Harrisburg | CCC&StL-IC. |
| 157 | Sahara No. 10 | Sahara Coal Company | 1 | 141 | Eldorado | CCC&StL-IC. |
| 158 | Sahara No. 12 | Sahara Coal Company | 1 | 133 | Harrisburg | CCC&StL. |
| 159 | Service | Service Coal & Mining Co | 20 | 23 | Belleville | L&N. |
| 161 | Shiloh No. 8 | Southern Coal, Coke & Mining Co. | 19 | 29 | Shiloh | Sou. |
| 162 | Skelton | Skelton Coal Company, J. G | 14 | 72 | Danville | IT. |
| 163 | South Mine | South Mine Company | 13 | 49 | Carlinville | IT. |
| 164 | Spring Valley No. 3 | Spring Valley Coal Mining Co., The. | 31 | 112 | Spring Valley | C&NW. |
| 165 | Streamline | Southwestern Illinois Coal Corporation. | 18 | 32 | Percy<br>Steelville | M&O.<br>MP. |
| 166 | Superior No. 1 | Superior Coal Company | 13 | 44 | Benld | C&NW. |
| 167 | Superior No. 2 | Superior Coal Company | 13 | 44 | Benld | C&NW. |
| 168 | Superior No. 3 | Superior Coal Company | 13 | 44 | Benld | C&NW. |
| 169 | Superior No. 4 | Superior Coal Company | 13 | 44 | Benld | C&NW. |
| 170 | Thermal | Madison County Coal & Mining Co. | 23 | 49 | Edwardsville | IT. |
| 171 | Tilton | Tilton Mining Company | 14 | 73 | Danville | Wab. |
| 173 | Troy | Chicopee Coal Company | 20 | 22 | Troy | IT. |
| 175 | Union | Union Coal Company | 31 | 118 | Peru<br>LaSalle | CRI&P.<br>CB&Q. |
| 176 | Valier No. 1 | Valier Coal Company | 2 | 132 | Valier | CB&Q. |
| 178 | Victory | Home Coal Company (Townsend Blanchard, Prop.). | 16 | 80 | Tamaroa | IC. |
| 179 | Vinegar Hill | Vinegar Hill Coal Company | 20 | 21 | Lenzburg | IC. |
| 180 | Virden | Virden Mining Corporation | 13 | 53 | Virden | Alton-CB&Q. |
| 182 | Wallace | Wallace Coal Company | 5 | 135 | Bush | MP. |
| 183 | Wasson "A" | Wasson Coal Company | 2 | 133 | Wasson Junction | CCC&StL. |
| 184 | Wasson No. 1 | Wasson Coal Company | 2 | 141 | Harrisburg-Wasson. | CCC&StL-IC. |
| 186 | Westville No. 24 | Peabody Coal Company | 15 | 74 | Westville | C&EI-CCC&StL-Wab. |
| 188 | White | White Coal Company, Inc | 19 | 23 | Belleville | L&N. |
| 189 | Wilmington No. 10 | Northern Illinois Coal Corp | 29 | 116 | Wilmington<br>Wilmington Mine. | Alton.<br>AT&SF. |
| 190 | Woodside No. 53 | Peabody Coal Company | 12 | 51 | Springfield | Wab. |
| 191 | Zeigler No. 1 | Bell & Zoller Coal & Mining Co. | 1 | 140 | Zeigler | CB&Q-IC-MP. |
| 192 | Zeigler No. 2 | Bell & Zoller Coal & Mining Co. | 1 | 140 | Zeigler | CB&Q-IC-MP. |

## *Price Groups of Mines Shipping via Railroad*

| Price group No. | Producer | Mine | Mine index No. | Mine origin group No. | Shipping point | Railroad |
|---|---|---|---|---|---|---|
| 1 | Peabody Coal Company | Harco No. 47 | 62 | 133 | Harrisburg | CCC&StL. |
| | Peabody Coal Company | Premium No. 43 | 141 | 133 | Harrisburg | CCC&StL. |
| | Sahara Coal Company | Sahara No. 1 | 154 | 133 | Harrisburg | CCC&StL. |
| | Sahara Coal Company | Sahara No. 3 | 155 | 133 | Harrisburg | CCC&StL. |
| | Sahara Coal Company | Sahara No. 12 | 158 | 133 | Harrisburg | CCC&StL. |
| | Peabody Coal Company | Black Arrow No. 18 | 9 | 137 | West Frankfort | C&EI-CB&Q-IC. |
| | Franklin County Coal Corp | Energy No. 5 | 44 | 140 | Energy | CB&Q-IC-MP. |
| | Franklin County Coal Corp | Royalton No. 7 | 151 | 140 | Royalton | CB&Q-IC-MP. |
| | Bell & Zoller Coal & Mining Co. | Zeigler No. 1 | 191 | 140 | Zeigler | CB&Q-IC-MP. |
| | Bell & Zoller Coal & Mining Co. | Zeigler No. 2 | 192 | 140 | Zeigler | CB&Q-IC-MP. |
| | Sahara Coal Company | Sahara No. 5 | 156 | 141 | Harrisburg | CCC&StL-IC. |
| | Sahara Coal Company | Sahara No. 10 | 157 | 141 | Eldorado | CCC&StL-IC. |
| 2 | Old Ben Coal Corporation | Old Ben No. 11 | 119 | 132 | West Frankfort | CB&Q. |
| | Valier Coal Company | Valier No. 1 | 176 | 132 | Valier | CB&Q. |
| | Blue Bird Coal Co | Blue Bird No. 5 | 14 | 133 | Carrier Mills | CCC&StL. |
| | Wasson Coal Company | Wasson "A" | 183 | 133 | Wasson Junction | CCC&StL. |
| | Old Ben Coal Corporation | Old Ben No. 15 | 121 | 137 | West Frankfort | C&EI-CB&Q-IC. |
| | Chicago, Wilmington & Franklin Coal Co. | New Orient | 108 | 138 | Orient | C&EI-CB&Q-IC-MP. |
| | Old Ben Coal Corporation | Old Ben No. 8 | 118 | 138 | West Frankfort | C&EI-CB&Q-IC-MP. |
| | Chicago, Wilmington & Franklin Coal Co. | Orient No. 1 | 124 | 138 | Orient | C&EI-CB&Q-IC-MP. |
| | Freeman Coal Mining Co | Freeman | 54 | 139 | Freeman | CB&Q-IC. |
| | Seymour Coal Mining Company | Freeman Spur | 55 | 140 | Freeman Spur Mine. | CB&Q-IC-MP. |
| | Consolidated Coal Company, The | New Monarch | 106 | 140 | New Monarch Mine. | CB&Q-IC-MP. |
| | Old Ben Coal Corporation | Old Ben No. 14 | 120 | 140 | Christopher | CB&Q-IC-MP. |
| | Rex Coal Company | Rex No. 2 | 148 | 141 | Eldorado | CCC&StL-IC. |
| | Wasson Coal Company | Wasson No. 1 | 184 | 141 | Harrisburg-Wasson. | CCC&StL-IC. |
| | Consolidated Coal Company, The | Buckhorn | 18 | 142 | Buckhorn Mine | IC-MP. |
| | Consolidated Coal Company, The | Jefferson County Mine No. 20. | 75 | 143 | Nason | JSW (C&EI-MP). |
| 3 | Delta Coal Mining Co | Delta | 36 | 134 | Delta | IC. |
| 4 | Diamond Coal Company (Augustine Coloni, Prop.). | Diamond No. 2 | 40 | 132 | Herrin | CB&Q. |
| | Forsyth-Carterville Coal Co | Forsyth-Carterville. | 50 | 134 | Carterville | IC. |
| 5 | Marvel Coal Company | Marvel | 92 | 135 | Pittsburg | MP. |
| | Wallace Coal Company | Wallace | 182 | 135 | Bush | MP. |
| 6 | McLaren Coal Company | McLaren | 94 | 134 | Carterville | IC. |
| 7 | Sahara Coal Company | Bankston Creek No. 6. | 4 | 141 | Harrisburg | CCC&StL-IC. |
| 8 | Peabody Coal Company | Majestic No. 14 | 91 | 80 | Clinch | IC. |
| 9 | Perfection Coal Company | Perfection | 136 | 80 | DuQuoin | IC. |
| 10 | Truax-Traer Coal Company | Forsyth No. 1 | 49 | 82 | Hallidayboro | IC-MP. |
| 11 | Union Colliery Company | Kathleen | 77 | 80 | Dowell | IC. |

*Price Groups of Mines Shipping via Railroad*—Continued

| Price group No. | Producer | Mine | Mine index No. | Mine origin group No. | Shipping point | Railroad |
|---|---|---|---|---|---|---|
| 12 | Peabody Coal Company | Peerless No. 59 | 132 | 40 | Springfield | Alton. |
| | Peabody Coal Company | Carter Process Plant. | 27 | 43 | Carter | C&IM. |
| | Peabody Coal Company | Hawthorn No. 7 | 63 | 43 | Kincaid | C&IM. |
| | Peabody Coal Company | Hawthorn No. 8 | 64 | 43 | Humphrey | C&IM. |
| | Peabody Coal Company | Hawthorn No. 9 | 65 | 43 | Calloway | C&IM. |
| | Peabody Coal Company | Hawthorn No. 58 | 66 | 43 | Taylorville | C&IM. |
| | Mt. Olive & Staunton Coal Co | Mt. Olive & Staunton No. 2. | 101 | 50 | Staunton | L&M. |
| | Consolidated Coal Company, The | Consolidated No. 15 | 33 | 51 | Mt. Olive | Wab. |
| | Peabody Coal Company | Woodside No. 53 | 190 | 51 | Springfield | Wab. |
| | Peabody Coal Company | Capitol No. 57 | 25 | 55 | Springfield | B&O-IC. |
| | Consolidated Coal Company, The | Consolidated No. 7 | 32 | 58 | Staunton | L&M-Wab. |
| 13 | Panther Creek Mines, Inc | Panther Creek No. 4. | 130 | 41 | Springfield | B&O. |
| | Panther Creek Mines, Inc | Panther Creek No. 5. | 131 | 41 | Sherman | B&O. |
| | Nokomis Coal Co | Reliance | 147 | 42 | Nokomis | C&EI. |
| | Superior Coal Company | Superior No. 1 | 166 | 44 | Benld | C&NW. |
| | Superior Coal Company | Superior No. 2 | 167 | 44 | Benld | C&NW. |
| | Superior Coal Company | Superior No. 3 | 168 | 44 | Benld | C&NW. |
| | Superior Coal Company | Superior No. 4 | 169 | 44 | Benld | C&NW. |
| | Central Illinois Coal Mining Co | Central Ill. "A" | 28 | 46 | Hurd | CS&StL. |
| | Mine "B" Coal Co., The | Mine "B" | 97 | 46 | Springfield | CS&StL. |
| | Hillsboro Mining Company | Hillsboro | 68 | 47 | Hillsboro | CCC&StL. |
| | Mt. Olive Coal Company | Hoosier | 70 | 48 | Mt. Olive | IC. |
| | Macon County Coal Co | Macon County | 90 | 48 | Decatur | IC. |
| | Gillespie Coal Co | Gillespie | 57 | 49 | Gillespie | IT. |
| | South Mine Company | South Mine | 163 | 49 | Carlinville | IT. |
| | Panther Creek Mines, Inc | Panther Creek No. 2. | 129 | 52 | Springfield | B&O. |
| | Virden Mining Corporation | Virden | 180 | 53 | Virden | Alton-CB&Q. |
| | Penwell Coal Mining Company | Penwell | 134 | 54 | Pana | B&O-CCC&StL. IC. |
| | Livingston-Mt. Olive Coal Co., The | Livingston No. 1 | 88 | 56 | Livingston | C&EI-CCC&StL. |
| | Pana Coal Company | Pana No. 1 | 127 | 57 | Pana | C&EI-CCC&StL. -IC. |
| | Centralia Coal Company | Centralia No. 5 | 29 | 62 | Centralia | CB&Q-IC. |
| | Marion County Coal Co | Glenridge | 58 | 62 | Centralia & Glenridge.<br>Centralia | CB&Q.<br>IC. |
| 14 | United States Fuel Company | Bunsenville | 21 | 70 | Westville | C&EI. |
| | Morgan Coal Company, F. C. (Ray Morgan, Prop.) | Old Vermilion | 123 | 71 | Oakwood | CCC&StL. |
| | Skelton Coal Company, J. G | Skelton | 162 | 72 | Danville | IT. |
| | Tilton Mining Company | Tilton | 171 | 73 | Danville | Wab. |
| 15 | Peabody Coal Company | Westville No. 24 | 186 | 74 | Westville | C&EI-CCC&StL. -Wab. |
| 16 | Jones Bros. Coal Mining Co | Eureka No. 2 | 45 | 21 | Marissa | IC. |
| | Illinois-Missouri Coal Co. (H. W. Bradbury, Prop.) | Ill.-Mo | 72 | 24 | Sparta | M-I. |
| | Beaucoup Coal Company, Inc | Beaucoup No. 6 | 5 | 25 | Pinckneyville | MP. |
| | Carter & Rednour Coal Co | C. & R | 22 | 25 | Cutler | MP. |
| | Coulterville Coal Company | Perco | 135 | 30 | Coulterville | IC-M&I. |
| | Number 5 Pinckneyville Mining Co | Pinckneyville No. 5 | 137 | 31 | Pinckneyville | IC-MP. |
| | Bailey Bros. Coal Co | Diamond | 38 | 80 | DuQuoin | IC. |
| | Edgar Coal Company (Wm. T. Edgar, Prop.) | Little Muddy | 85 | 80 | Tamaroa | IC. |
| | Home Coal Company (Townsend Blanchard, Prop.) | Victory | 178 | 80 | Tamaroa | IC. |
| 17 | United Electric Coal Cos., The | Fidelity | 47 | 31 | Fidelity | IC-MP. |
| | Pyramid Coal Corporation | Pyramid | 142 | 31 | Pinckneyville | IC-MP. |
| 18 | Southwestern Illinois Coal Corporation | Streamline | 165 | 33 | Percy<br>Steelville | M&O.<br>MP. |
| 19 | United Electric Coal Cos., The | Red Ray | 145 | 21 | Freeburg | IC. |
| | Perry Coal Company | St. Ellen | 153 | 22 | O'Fallon | IT. |
| | White Coal Company, Inc | White | 188 | 23 | Belleville | L.&N. |
| | Midwest Smokeless Fuel Corp | Midwest Smokeless. | 96 | 26 | Millstadt | M.&O |

*Price Groups of Mines Shipping via Railroad*—Continued

| Price group No. | Producer | Mine | Mine index No. | Mine origin group No. | Shipping point | Railroad |
|---|---|---|---|---|---|---|
| 19 | Moffat Coal Company | Moffat | 99 | 26 | Sparta | M.&O. |
| | Morgan Coal Company, F. C. (Ray Morgan, Prop.). | Morgan | 100 | 26 | Millstadt | M.&O. |
| | Southern Coal, Coke & Mining Co | Avery No. 1 | 3 | 29 | Belleville | Sou. |
| | Southern Coal, Coke & Mining Co | Little Oak No. 7 | 86 | 29 | Belleville | Sou. |
| | Southern Coal, Coke & Mining Co | Muren No. 6 | 103 | 29 | Belleville | Sou. |
| | Southern Coal, Coke & Mining Co | New Baden No. 9 | 104 | 29 | New Baden | Sou. |
| | Southern Coal, Coke & Mining Co | Shiloh No. 8 | 161 | 29 | Shiloh | Sou. |
| | St. Louis Coal Company | Florida | 48 | 31 | Coulterville | IC-MP. |
| 20 | Beckemeyer Coal Company | Beckemeyer | 6 | 20 | Beckemeyer | B&O |
| | Perry Coal Company | Carbon | 26 | 20 | O'Fallon | B&O. |
| | Citizens Coal Company | East Mine | 43 | 20 | Breese | B&O. |
| | Gundlach Coal Company | Gundlach | 61 | 20 | Caseyville | B&O. |
| | Freeburg Coal Company | Freeburg | 53 | 21 | Freeburg | IC. |
| | Golden Rule Coal Co | Golden Rule | 59 | 21 | Lenzburg | IC. |
| | Lenzburg Coal Company | Lenzburg | 83 | 21 | Lenzburg | IC. |
| | Gill Coal Corporation | Lyle | 89 | 21 | Marissa | IC. |
| | Mulberry Hill Coal Co | Mulberry Hill | 102 | 21 | Freeburg | IC. |
| | Marissa Coal Company | O. K | 114 | 21 | Marissa | IC. |
| | Groom Coal Co | Richland | 149 | 21 | Belleville | IC. |
| | Vinegar Hill Coal Company | Vinegar Hill | 179 | 21 | Lenzburg | IC. |
| | Prairie Coal Company | Prairie | 139 | 22 | O'Fallon | IT. |
| | Chicopee Coal Company | Troy | 173 | 22 | Troy | IT. |
| | Mascoutah Coal & Mining Co | Mascoutah | 93 | 23 | Mascoutah | L&N. |
| | Service Coal & Mining Co | Service | 159 | 23 | Belleville | L&N |
| | Conant Coal Company | Conant | 31 | 25 | Conant | MP. |
| | Crain Coal Company | Crain | 34 | 25 | Percy | MP. |
| | New Galum Coal Corporation, Trustees for Employees of. | New Galum | 105 | 25 | Cutler | MP. |
| | Cutler Coal Company, Inc | New Wilson | 110 | 25 | Cutler | MP. |
| | St. Louis & O'Fallon Coal Co | Black Eagle No. 2 | 11 | 28 | Black Eagle | StL&O'F. |
| | Bois Coal Company | Bois | 16 | 80 | Bois | IC. |
| 21 | Burn-Well Coal Co | Bullock | 20 | 27 | Collinsville | PRR. |
| | Illinois Pocahontas Coal Co | Pocahontas | 138 | 27 | Pocahontas | PRR. |
| 22 | Lumaghi Coal Company | Cantine No. 2 | 23 | 32 | Collinsville | IT-PRR. |
| | Lumaghi Coal Company | Cantine No. 3 | 24 | 32 | Cantine | IT-PRR. |
| 23 | Madison County Coal & Mining Co | Thermal | 170 | 49 | Edwardsville | IT. |
| 24 | United Electric Coal Cos., The | Buckheart | 17 | 91 | Canton | CB&Q. |
| | United Electric Coal Cos., The | Cuba | 35 | 91 | Lewiston | CB&Q. |
| | Truax-Traer Coal Company | Fiatt | 46 | 91 | St. David | CB&Q. |
| | Central States Collieries, Inc | Little Sister | 87 | 91 | St. David | CB&Q. |
| | Truax-Traer Coal Company | St. David | 152 | 91 | St. David | CB&Q. |
| 25 | Blakley Coal Company | Blakley | 13 | 91 | Canton | CB&Q. |
| 25 | Illinois Colliery Co | Illinois Colliery | 71 | 91 | Farmington | CB&Q. |
| | Golden Rule Coal Co | Golden Rule | 60 | 93 | Middle Grove | M&StL. |
| | Pschirrer & Sons Coal Co | Kildee No. 3 | 78 | 96 | Canton | CB&Q-TP&W. |
| 26 | Lake Erie Mining Co | Lake Erie | 80 | 125 | East Peoria | P&PU. |
| | Crescent Mining Co | LaMarsh No. 1 | 81 | 126 | LaMarsh | PT. |
| | Crescent Mining Co | LaMarsh No. 6 | 82 | 126 | LaMarsh | PT. |
| 27 | Midland Electric Coal Corp | Middle Grove | 95 | 95 | Middle Grove | C&NW-M&StL.K |
| 28 | Little John Coal Co | Little John | 84 | 92 | Victoria | G&GE. |
| 29 | Northern Illinois Coal Corp | Wilmington No. 10 | 189 | 116 | Wilmington<br>Wilmington Mine. | Alton.<br>AT&SF. |
| 30 | Osage Coal Company | Osage | 125 | 114 | Ottawa | CRI&P. |
| 31 | Roanoke Coal Company | Roanoke | 150 | 111 | Roanoke | AT&SF. |
| | Spring Valley Coal Mining Co., The | Spring Valley No. 3 | 164 | 112 | Spring Valley | C&NW. |
| | Sutton, W. G | Minonk | 98 | 117 | Minonk | AT&SF-IC. |
| | Union Coal Company | Union | 175 | 118 | Peru<br>LaSalle | CRI&P.<br>CB&Q. |
| | Peru Deep Vein Coal Co | Ill. Zinc No. 3 | 73 | 118 | Peru<br>LaSalle | CRI&P.<br>CB&Q. |
| 32 | Buffalo Rock Coal Company | Buffalo Rock | 19 | 114 | Ottawa | CRI&P. |
| | Wilmington Coal Mines, Inc | Ottawa | 126 | 114 | Marseilles | CRI&P. |
| 33 | Shuler Coal Mining Company | Alpha No. 2 | 1 | 91 | Alpha | CB&Q. |
| 34 | Midland Electric Coal Corp | Atkinson | 2 | 10 | Atkinson | CRI&P. |

*Mine Origin Group Nos. of Mines Shipping via Railroad*

| Mine Origin Group No. | Railroads | Freight Rate Group | Producer | Mine | Price Group No. | Mine Index No. |
|---|---|---|---|---|---|---|
| 10 | CRI&P | Atkinson | Midland Electric Coal Corp | Arkinson | 34 | 2 |
| 20 | B&O | Belleville | Beckemeyer Coal Company | Beckemeyer | 20 | 6 |
| | | | Citizens Coal Company | East Mine | 20 | 43 |
| | | | Gundlach Coal Company | Gundlach | 20 | 61 |
| | | | Perry Coal Company | Carbon | 20 | 26 |
| 21 | IC | Belleville | Freeburg Coal Company | Freeburg | 20 | 53 |
| | | | Gill Coal Corporation | Lyle | 20 | 89 |
| | | | Golden Rule Coal Co | Golden Rule | 20 | 59 |
| | | | Groom Coal Company | Richland | 20 | 149 |
| | | | Jones Bros. Coal Mining Co | Eureka No. 2 | 16 | 45 |
| | | | Lenzburg Coal Company | Lenzburg | 20 | 83 |
| | | | Marissa Coal Company | O. K | 20 | 114 |
| | | | Mulberry Hill Coal Co | Mulberry Hill | 20 | 102 |
| | | | United Electric Coal Cos., The | Red Ray | 19 | 145 |
| | | | Vinegar Hill Coal Company | Vinegar Hill | 20 | 179 |
| 22 | Ill. T | Belleville | Chicopee Coal Company | Troy | 20 | 173 |
| | | | Perry Coal Company | St. Ellen | 19 | 153 |
| | | | Prairie Coal Company | Prairie | 20 | 139 |
| 23 | L&N | Belleville | Mascoutah Coal & Mining Co | Mascoutah | 20 | 93 |
| | | | Service Coal & Mining Co | Service | 20 | 159 |
| | | | White Coal Company, Inc | White | 19 | 188 |
| 24 | M-I | Belleville | Illinois-Missouri Coal Co | H. W. Bradbury, Prop. | 16 | 72 |
| 25 | M-P | Belleville | Beaucoup Coal Company, Inc | Beaucoup No. 6 | 16 | 5 |
| | | | Carter & Rednour Coal Co | C. & R | 16 | 22 |
| | | | Conant Coal Company | Conant | 20 | 34 |
| | | | Crain Coal Company | Crain | 20 | 30 |
| | | | Cutler Coal Company, Inc | New Wilson | 20 | 111 |
| | | | New Galum Coal Corporation, Trustees for Employees of. | New Galum | 20 | 105 |
| 26 | M&O | Belleville | Midwest Smokeless Fuel Corp | Midwest Smokeless | 19 | 96 |
| | | | Moffat Coal Company | Moffat | 19 | 99 |
| | | | Morgan Coal Company, F. C., (Ray Morgan, Prop.) | Morgan | 19 | 100 |
| 27 | PRR | Belleville | Burn-Well Coal Co | Bullock | 21 | 20 |
| | | | Illinois Pocahontas Coal Co | Pocahontas | 21 | 138 |
| 28 | StL&O'F | Belleville | St. Louis & O'Fallon Coal Co | Black Eagle No. 2 | 20 | 11 |
| 29 | Sou | Belleville | Southern Coal, Coke & Mining Co | Avery No. 1 | 19 | 3 |
| | | | Southern Coal, Coke & Mining Co | Shiloh No. 8 | 19 | 161 |
| | | | Southern Coal, Coke & Mining Co | Little Oak No. 7 | 19 | 86 |
| | | | Southern Coal, Coke & Mining Co | Muren No. 6 | 19 | 103 |
| | | | Southern Coal, Coke & Mining Co | New Baden No. 9 | 19 | 104 |
| 30 | IC-M&I | Belleville | Coulterville Coal Company | Perco | 16 | 135 |
| 31 | IC-MP | Belleville | Number 5 Pinckneyville Mining Co | Pinckneyville No. 5 | 16 | 137 |
| | | | Pyramid Coal Corporation | Pyramid | 17 | 142 |
| | | | St. Louis Coal Company | Florida | 19 | 48 |
| | | | United Electric Coal Cos., The | Fidelity | 17 | 47 |
| 32 | Ill. T.-PRR | Belleville | Lumaghi Coal Company | Cantine No. 2 | 22 | 23 |
| | | | Lumaghi Coal Company | Cantine No. 3 | 22 | 24 |
| 33 | MP-M&O | Belleville | Southwestern Illinois Coal Corporation. | Streamline | 18 | 165 |
| 40 | Alton | Springfield | Peabody Coal Company | Peerless No. 59 | 12 | 132 |
| 41 | B&O | Springfield | Panther Creek Mines, Inc | Panther Creek No. 4 | 13 | 130 |
| | | | Panther Creek Mines, Inc | Panther Creek No. 5 | 13 | 131 |
| 42 | C&EI | Springfield | Nokomis Coal Co | Reliance | 13 | 147 |
| 43 | C&IM | Springfield | Peabody Coal Company | Hawthorn No. 7 | 12 | 63 |
| | | | Peabody Coal Company | Hawthorn No. 8 | 12 | 64 |
| | | | Peabody Coal Company | Hawthorn No. 9 | 12 | 65 |
| | | | Peabody Coal Company | Hawthorn No. 58 | 12 | 66 |
| | | | Peabody Coal Company | Carter Process Plant. | 12 | 27 |
| 44 | C&NW | Springfield | Superior Coal Company | Superior No. 1 | 13 | 166 |
| | | | Superior Coal Company | Superior No. 2 | 13 | 167 |
| | | | Superior Coal Company | Superior No. 3 | 13 | 168 |
| | | | Superior Coal Company | Superior No. 4 | 13 | 169 |
| 46 | CS&StL | Springfield | Central Illinois Coal Mining Co | Central Ill. "A" | 13 | 28 |
| | | | Mine "B" Coal Company, The | Mine "B" | 13 | 97 |
| 47 | CCC&StL | Springfield | Hillsboro Mining Company | Hillsboro | 13 | 68 |
| 48 | IC | Springfield | Macon County Coal Co | Macon County | 13 | 90 |
| | | | Mt. Olive Coal Company | Hoosier | 13 | 70 |
| 49 | Ill. T | Springfield | Gillespie Coal Co | Gillespie | 13 | 57 |
| | | | Madison County Coal & Mining Co | Thermal | 23 | 170 |
| | | | South Mine Company | South Mine | 13 | 163 |
| 50 | L&M | Springfield | Mt. Olive & Staunton Coal Co | Mt. Olive & Staunton No. 2. | 12 | 101 |

*Mine Origin Group Nos. of Mines Shipping via Railroad—Continued*

| Mine Origin Group No. | Railroads | Freight Rate Group | Producer | Mine | Price Group No. | Mine Index No. |
|---|---|---|---|---|---|---|
| 51 | Wab | Springfield | Consolidated Coal Company, The | Consolidated No. 15 | 12 | 33 |
| | | | Peabody Coal Company | Woodside No. 53 | 12 | 190 |
| 52 | Alton-B&O | Springfield | Panther Creek Mines, Inc | Panther Creek No. 2 | 13 | 129 |
| 53 | Alton-CB&Q | Springfield | Virden Mining Corporation | Virden | 13 | 180 |
| 54 | B&O-CCC&StL-IC. | Springfield | Penwell Coal Mining Company | Penwell | 13 | 134 |
| 55 | B&O-IC | Springfield | Peabody Coal Company | Capitol No. 57 | 12 | 25 |
| 56 | C&EI-CCC&StL | Springfield | Livingston-Mt. Olive Coal Co., The | Livinngston No. 1 | 13 | 88 |
| 57 | C&EI-CCC&StL-IC. | Springfield | Pana Coal Company | Pana No. 1 | 13 | 127 |
| 58 | L&M-Wab | Springfield | Consolidated Coal Company, The | Consolidated No. 7 | 12 | 32 |
| 62 | CB&Q-IC | Centralia | Centralia Coal Company | Centralia No. 5 | 13 | 29 |
| | | | Marion County Coal Co | Glenridge | 13 | 58 |
| 70 | C&EI | Danville | United States Fuel Company | Bunsenville | 14 | 21 |
| 71 | CCC&StL | Danville | Morgan Coal Company, F. C. (Ray Morgan, Prop.). | Old Vermilion | 14 | 123 |
| 72 | Ill. T | Danville | Skelton Coal Company. J. G | Skelton | 14 | 162 |
| 73 | Wab | Danville | Tilton Mining Company | Tilton | 14 | 171 |
| 74 | C&EI-CCC&StL-Wab. | Danville | Peabody Coal Company | Westville No. 24 | 15 | 186 |
| 80 | IC | DuQuoin | Bailey Bros. Coal Co | Diamond | 16 | 38 |
| | | | Bois Coal Company | Bois | 20 | 16 |
| | | | Edgar Coal Company (Wm. T. Edgar, Prop.). | Little Muddy | 16 | 85 |
| | | | Home Coal Company (Townsend Blanchard, Prop.). | Victory | 16 | 178 |
| | | | Peabody Coal Company | Majestic No. 14 | 8 | 91 |
| | | | Perfection Coal Company | Perfection | 9 | 136 |
| | | | Union Colliery Company | Kathleen | 11 | 77 |
| 82 | IC-MP | DuQuoin | Truax-Traer Coal Company | Forsyth No. 1 | 10 | 49 |
| 91 | CB&Q | Fulton | Blakley Coal Company | Blakley | 25 | 13 |
| | | | Central State Collieries, Inc | Little Sister | 24 | 87 |
| | | | Illinois Colliery Co | Illinois Colliery | 25 | 71 |
| | | | Shuler Coal Mining Company | Alpha No. 2 | 33 | 1 |
| | | | Truax-Traer Coal Company | Fiatt | 24 | 46 |
| | | | Truax-Traer Coal Company | St. David | 24 | 152 |
| | | | United Electric Coal Cos., The | Buckheart | 24 | 17 |
| | | | United Electric Coal Cos., The | Cuba | 24 | 35 |
| 92 | G&GE | Fulton | Little John Coal Co | Little John | 28 | 84 |
| 93 | M&StL | Fulton | Golden Rule Coal Co | Golden Rule | 25 | 60 |
| 95 | C&NW-M&StL | Fulton | Midland Electric Coal Corp | Middle Grove | 27 | 95 |
| 96 | CB&Q-TP&W | Fulton | Pschirrer & Sons Coal Co | Kildee No. 3 | 25 | 78 |
| 111 | AT&SF | Northern | Roanoke Coal Company | Roanoke | 31 | 150 |
| 112 | C&NW | Northern | Spring Valley Coal Mining Co., The | Spring Valley No. 3 | 31 | 164 |
| 114 | CRI&P | Northern | Buffalo Rock Coal Company | Buffalo Rock | 32 | 19 |
| | | | Osage Coal Company | Osage | 30 | 125 |
| | | | Wilmington Coal Mines, Inc | Ottawa | 32 | 126 |
| 116 | Alton-AT&SF | Northern | Northern Illinois Coal Corp | Wilmington No. 10 | 29 | 189 |
| 117 | AT&SF-IC | Northern | Sutton, W. G | Minonk | 31 | 98 |
| 118 | CB&Q-CRI&P | Northern | Peru Deep Vein Coal Co | Ill. Zinc No. 3 | 31 | 73 |
| | | | Union Coal Company | Union | 31 | 175 |
| 125 | P&PU | Peoria | Lake Erie Mining Co | Lake Erie | 26 | 80 |
| 126 | PT Co | Peoria | Crescent Mining Co | LaMarsh No. 1 | 26 | 81 |
| | | | Crescent Mining Co | LaMarsh No. 6 | 26 | 82 |
| 127 | CB&Q-CRI&P | Peoria | Peru Deep Vein Coal Co | Ill. Zinc No. 3 | 31 | 73 |
| | | | Union Coal Company | Union | 31 | 175 |
| 132 | CB&Q | Southern | Diamond Coal Company (Augustine Coloni, Prop.) | Diamond No. 2 | 4 | 40 |
| | | | Old Ben Coal Corporation | Old Ben No. 11 | 2 | 119 |
| | | | Valier Coal Company | Valier No. 1 | 2 | 176 |
| 133 | CCC&StL | Southern | Blue Bird Coal Company | Blue Bird No. 5 | 2 | 14 |
| | | | Peabody Coal Company | Harco No. 47 | 1 | 62 |
| | | | Peabody Coal Company | Premium No. 43 | 1 | 141 |
| | | | Sahara Coal Company | Sahara No. 1 | 1 | 154 |
| | | | Sahara Coal Company | Sahara No. 3 | 1 | 155 |
| | | | Sahara Coal Company | Sahara No. 12 | 1 | 158 |
| | | | Wasson Coal Company | Wasson "A" | 2 | 183 |
| 134 | IC | Southern | Delta Coal Mining Co | Delta | 3 | 36 |
| | | | Forsyth-Carterville Coal Co | Forsyth-Carterville | 4 | 50 |
| | | | McLaren Coal Company | McLaren | 6 | 94 |
| | | | Seymour Coal Mining Company | Freeman Spur | 2 | 55 |
| 135 | MP | Southern | Marvel Coal Company | Marvel | 5 | 92 |
| | | | Wallace Coal Company | Wallace | 5 | 182 |

*Mine Origin Group Nos. of Mines Shipping via Railroad*—Continued

| Mine Origin Group No. | Railroads | Freight Rate Group | Producer | Mine | Price Group No. | Mine Index No. |
|---|---|---|---|---|---|---|
| 137 | C&EI-CB&Q-IC | Southern | Old Ben Coal Corporation | Old Ben No. 15 | 2 | 121 |
| | | | Peabody Coal Company | Black Arrow No. 18 | 1 | 9 |
| 138 | C&EI-CB&Q-IC MP. | Southern | Chicago, Wilmington & Franklin Coal Co. | New Orient | 2 | 108 |
| | | | Chicago, Wilmington & Franklin Coal Co. | Orient No. 1 | 2 | 124 |
| | | | Old Ben Coal Corporation | Old Ben No. 8 | 2 | 118 |
| 139 | CB&Q-IC | Southern | Freeman Coal Mining Co | Freeman | 2 | 54 |
| 140 | CB&Q-IC-MP | Southern | Bell & Zoller Coal & Mining Co | Zeigler No. 1 | 1 | 191 |
| | | | Bell & Zoller Coal & Mining Co | Zeigler No. 2 | 1 | 192 |
| | | | Consolidated Coal Company, The | New Monarch | 2 | 106 |
| | | | Franklin County Coal Corp | Energy No. 5 | 1 | 44 |
| | | | Franklin County Coal Corp | Royalton No. 7 | 1 | 151 |
| | | | Old Ben Coal Corporation | Old Ben No. 14 | 2 | 120 |
| | | | Seymour Coal Mining Company | Freeman Spur | 2 | 55 |
| 141 | CCC&StL-IC | Southern | Rex Coal Company | Rex No. 2 | 2 | 148 |
| | | | Sahara Coal Company | Bankston Creek No. 6 | 7 | 4 |
| | | | Sahara Coal Company | Sahara No. 5 | 1 | 156 |
| | | | Sahara Coal Company | Sahara No. 10 | 1 | 157 |
| | | | Wasson Coal Company | Wasson No. 1 | 2 | 184 |
| 142 | IC-MP | Southern | Consolidated Coal Company, The | Buckhorn | 2 | 18 |
| 143 | JSW (C&EI-MP) | Southern | Consolidated Coal Company, The | Jefferson County Mine No. 20. | 2 | 75 |

### *Price Instructions and Exceptions*

Item No. 1. The prices published herein are in cents per net ton of 2,000 pounds and apply f. o. b. transportation facilities at mines on all coal produced by code members at mines located in the district shown on the title page hereof.

Item No. 2. The prices published in this schedule are subject to the established Marketing Rules and Regulations and the Rules and Regulations governing distributors.

Item No. 3. All size designations are for round hole screens. When screens having other types of openings are used and the percentage of over-size, as determined in accordance with the method of test prescribed by A.S.T.M. designation D-410-38, exceeds 5%, the price for the next higher Size Group Classification for that mine shall apply.

Item No. 4. *Calcium chloride and oil treated coal.* All coals in Size Groups Nos. 1 to 12, inclusive, and 17 to 20, inclusive, treated with oil, wax, calcium chloride, or other dust-allaying or anti-freezing agents, shall be priced 10 cents per ton higher than the same size untreated;

On coal in all other size groups, the increase of 10 cents per ton shall apply only during the period April 1st to November 15, inclusive, in each year, and shall not apply during the period November 16th to March 31st, inclusive;

*Provided*, The above provisions do not apply to coals in Size Groups 1 to 8, inclusive, from Mine Index Nos. 118, 119, 120, and 121, from which impurities have been removed by the use of calcium chloride solution and which have been subjected to a rinsing spray, unless afterwards treated with dust-allaying or anti-freezing agents.

Item No. 5. The prices herein established for mines shipping by railways shall be applicable to all coal shipped by conveyances other than trucks or wagons.

Item No. 6. Railroad Locomotive Fuel prices herein designated shall not be used in the sale of coal to railroads other than those recognized as common carriers by the Interstate Commerce Commission or by the Canadian Railways Commission.

Item No. 7. The Market Areas used in this schedule are those areas numerically designated and geographically described in the document entitled, "Consuming Market Areas as Proposed by the National Bituminous Coal Commission pursuant to Section 4 of the Bituminous Coal Act of 1937", dated April 24, 1939.

Item No. 8. Prices shall be increased for all coals loaded in box or stock cars, other than railroad locomotive fuel, and for two or more sizes loaded in the same car, as follows:

(a) For coal loaded in box or stock cars, other than railroad locomotive fuel, 10¢ per ton;

(b) For two or more sizes loaded in the same car, 15¢ per ton;

*Provided*, The above provisions do not apply on shipments into Market Areas Nos. 43, 44, 45, 200, and 201.

Item No. 9. Prices f. o. b. mines for shipment to destinations in market areas where price adjustments apply shall be determined by adding to or deducting from, as the case may be, the price shown in the base price chart for the size at the mine from which shipment is to be made, the + or — amount shown in the column for the Mine Origin Group No. in which the mine is located.

#### *Example*

*Question*. What is the price f. o. b. mine for 6″ x 3″ Egg coal for shipment to Afton, Wis., from Midland Electric Coal Corp., Atkinson Mine?

*Answer*. Midland Electric Coal Corp., Atkinson Mine, is in Price Group No. 34, Mine Index No. 2, Mine Origin Group No. 10; 6″ x 3″ Egg is in Size Group No. 3; Base Price is $2.22; Price Adjustment is +22¢. Applicable f. o. b. mine price is $2.22+22¢ or $2.44.

Item No. 10. Prices to all market areas for Midwest Smokeless Fuel Corporation, Midwest Smokeless Mine, Mine Index No. 96, are based on freight rates applicable from Mine Origin Group No. 26. If actual transportation charges on coal from this mine are greater or less to any destination than the published freight rate, prices shall be increased or decreased accordingly.

### *Description of Size Groups*

#### Raw or Mechanically Cleaned Sizes

Size group No. 1. All Lump coal larger than 4″. Also—All Egg coal with a bottom size larger than 4″.

Size group No. 2. All Lump coal 4″ and smaller, but larger than 3″. Also—All Egg coal with a bottom size larger than 3″ but not larger than 4″.

Size group No. 3. All Lump coal 3″ and smaller, but larger than 2″. Also—All Egg coal with a bottom size larger than 2″ but not larger than 3″.

Size group No. 4. All Lump coal 2″ and smaller, but larger than 1½″. Also—All Egg coal with a bottom size larger than 1½″ and not larger than 2″ and with a top size larger than 4″.

Size group No. 5. All Double Screened coal with a bottom size larger than 1½″ but not larger than 2″ and a top size larger than 2″ but not larger than 4″.

Size group No. 6. All Lump coal 1½″ or smaller. All Double Screened coal with a top size larger than 2″ and a bottom size not larger than 1½″.

Size group No. 7. Straight Mine Run, no fines removed. Mine Run, modified by the removal of any intermediate size or sizes, no fines removed. All Resultants larger than 2″, no fines removed.

Size group No. 8. All Double Screened coals with a top size not larger than 2″ but larger than 1½″, and a bottom size larger than ⅜″.

#### Raw Sizes

Size Group No. 9. All Double Screened coals *not* mechanically cleaned with a top size not larger than 2″ but larger than 1½″, and a bottom size not larger than ⅜″ but larger than 3/32″ or 10 mesh.

Size Group No. 10. All Double Screened coals *not* mechanically cleaned with a top size not larger than 1½″ but larger than ¾″, and a bottom size larger than ⅜″.

Size Group No. 11. All Double Screened coals *not* mechanically cleaned with a top size not larger than 1½″ but larger than ¾″, and a bottom size not larger than ⅜″ but larger than 10 mesh or 3/32″.

Size Group No. 12. All Double Screened coals *not* mechanically cleaned with a top size ¾″ and smaller, and a bottom size larger than 3/32″ or 10 mesh.

Size Group No. 13. All Screenings *not* mechanically cleaned having a top size 2″ and smaller, but larger than 1½″, no fines removed.

Size Group No. 14. All Screenings *not* mechanically cleaned having a top size 1½″ and smaller but larger than ⅜″, no fines removed.

Size Group No. 15. All Screenings *not* mechanically cleaned having a top size ⅜″ and smaller but larger than 10 mesh or ³⁄₃₂″, no fines removed.

Size Group No. 16. (Dust) All Screenings *not* mechanically cleaned having a top size 10 mesh or ³⁄₃₂″ and smaller, no fines removed.

### Washed or Air Cleaned Sizes

Size Group No. 17. All Double Screened coals mechanically cleaned with a top size not larger than 2″ but larger than 1½″, and a bottom size not larger than ⅜″, but larger than ³⁄₃₂″ or 10 mesh.

Size Group No. 18. All Double Screened coals mechanically cleaned with a top size not larger than 1½″ but larger than ¾″, and a bottom size larger than ⅜″.

Size Group No. 19. All Double Screened coals mechanically cleaned with a top size not larger than 1½″ but larger than ¾″, and a bottom size not larger than ⅜″, but larger than ³⁄₃₂″ or 10 mesh.

Size Group No. 20. All Double Screened coals mechanically cleaned with a top size ¾″ and smaller, and a bottom size larger than ³⁄₃₂″ or 10 mesh.

Size Group No. 21. All Double Screened coals mechanically cleaned with a top size not larger than 1½″ but larger than ¼″ and a bottom size not larger than 10 mesh.

Size Group No. 22. All Screenings, mechanically cleaned, having a top size 2″ and smaller but larger than 1½″, and a bottom size for wet cleaning 1 millimeter or equivalent, and for air cleaning shall contain at least 10% that will pass through a 10 mesh screen.

Size Group No. 23. All Screenings, mechanically cleaned, having a top size 1½″ and smaller but larger than ⅜″, and a bottom size for wet cleaning 1 millimeter or equivalent, and for air cleaning shall contain at least 10% that will pass through a 10 mesh screen.

Size Group No. 24. All Screenings, mechanically cleaned, having a top size ⅜″ and smaller, and a bottom size for wet cleaning 1 millimeter or equivalent, and for air cleaning shall contain at least 10% that will pass through a 10 mesh screen.

### Dry Dedusted Sizes

Size Group No. 25. Dry Dedusted Screenings having a top size 2″ and smaller but larger than 1½″. Fines are defined as the resultant coal passing through the dedusting screen used to dedust, and in no case shall the dedusting screen exceed ⅜″. Not more than 50% of the fines may be removed by dedusting screens. However, standard mechanical dedusting equipment may use not larger than 8 mesh screens to remove the fines with no limit to percentage of fines removed.

Size Group No. 26. Dry Dedusted Screenings having a top size 1½″ and smaller but larger than ⅜″. Fines are defined as the resultant coal passing through the dedusting screen used to dedust, and in no case shall the dedusting screen exceed ⅜″. Not more than 50% of the fines may be removed by dedusting screens. However, standard mechanical dedusting equipment may use not larger than 8 mesh screens to remove the fines with no limit to percentage of fines removed.

Size Group No. 27. (10 Mesh Special Stoker) Dry Dedusted Screenings having a top size ⅜″ and smaller. Standard mechanical dedusting equipment may use not larger than 8 mesh but larger than 48 mesh screens to remove the fines.

Size Group No. 28. (Carbon) Dry Dedusted Screenings having a top size ⅜″ and smaller. Standard mechanical dedusting equipment may use not larger than 28 mesh screens to remove the fines.

Size Group Nos. 29, 30, 31, 32, 33. Sizes embraced in these size groups not produced in District No. 10.

Size Group No. 34. Picking Table Refuse not passed through a breaker.

*Table of Sizes in Size Groups—Sizes Shipped in 1937 as Reported on D-1 Forms*

### Over 2″ Raw, Washed or Air Cleaned

SIZE

- Size group 1:
  - Lump:
    - 10″.
    - 9″.
    - 8″.
    - 7″.
    - 6″.
  - Egg:
    - 9″ x 6″.
    - 8″ x 5″.
- Size group 2:
  - Lump:
    - 4″.
  - Egg:
    - 9″ x 4″.
    - 8″ x 4″.
    - 7″ x 4″.
    - 6″ x 4″.
- Size group 3:
  - Lump:
    - 3″.
    - 2½″.
  - Egg:
    - 8″ x 3″.
    - 7″ x 3″.
    - 7″ x 2½″.
    - 6″ x 3″.
    - 6″ x 2½″.
    - 5″ x 3″.
    - 4″ x 3″.
    - 4″ x 2½″.
- Size group 4:
  - Lump:
    - 2″.
    - 1⅞″.
  - Egg:
    - 9″ x 2″.
    - 8″ x 2″.
    - 7″ x 2″.
    - 6″ x 2″.
    - 5″ x 2″.

*Table of Sizes in Size Groups—Sizes Shipped in 1937 as Reported on D-1 Forms*—Continued

- Size group 5:
  - Egg:
    - 4″ x 2″.
    - 3″ x 2″.
- Size group 6:
  - Lump:
    - 1½″.
    - 1¼″.
  - Egg:
    - 8″ x 1½″.
    - 8″ x 1¼″.
    - 7″ x 1½″.
    - 7″ x 1¼″.
    - 6″ x 1½″.
    - 6″ x 1¼″.
    - 6″ x 1″.
    - 6″ x ¾″.
    - 6″ x ½″.
    - 5″ x 1½″.
    - 5″ x ¾″.
    - 4″ x 1½″.
    - 4″ x 1¼″.
    - 4″ x ¾″.
    - 4″ x ¼″.
    - 3″ x 1½″.
    - 3″ x 1¼″.
    - 3″ x ¾″.
    - 3″ x ⁵⁄₁₆″.
  - Nut:
    - 2½″ x 1½″.
    - 2½″ x 1¼″.
    - 2½″ x 1″.
- Size group 7:
  - Straight Mine Run.
  - Mine Run Crushed.
  - Mine Run 6″.
  - Mine Run 6″ Crushed.
  - Mine Run 5″ Crushed.
  - Mine Run 4″.
  - Mine Run 3″.
  - Mine Run 2½″.
- Size group 8:
  - Nut:
    - 2″ x 1½″.
    - 2″ x 1¼″.
    - 2″ x 1″.
    - 2″ x ¾″.
    - 2″ x ⅝″.
    - 2″ x ⁷⁄₁₆″.

### Under 2″ Raw

- Size group 9:
  - 2″ x ⅛″.
  - 2″ x ⁵⁄₁₆″.
  - 1¾″ x ⁵⁄₁₆″.
- Size group 10:
  - 1½″ x 1¼″.
  - 1½″ x 1″.
  - 1½″ x ¾″.
  - 1⅜″ x ¾″.
  - 1¼″ x 1″.
  - 1¼″ x ¾″.
  - 1½″ x ⅝″.
  - 1½″ x ½″.
  - 1½″ x ⁷⁄₁₆″.
  - 1″ x ½″.
  - 1″ x ⁷⁄₁₆″.
- Size group 11:
  - 1½″ x ⅜″.
  - 1½″ x ⁵⁄₁₆″.
  - 1½″ x ¼″.
  - 1½″ x ⅛″.
  - 1¼″ x ⅜″.

*Table of Sizes in Size Groups—Sizes Shipped in 1937 as Reported on D-1 Forms*—Continued

Size group 11—Continued
- 1¼" x 5/16".
- 1¼" x ¼".
- 1¼" x 3/16".
- 1" x ⅜".
- 1" x 5/16".
- 1" x ¼".
- ⅞" x 5/16".
- ⅞" x 1/16".

Size group 12:
- ¾" x ½".
- ¾" x ⅜".
- ¾" x 5/16".
- ¾" x ¼".
- ¾" x ⅛".
- ⅝" x ⅜".

Size group 13:
- 2" x 0.
- 1⅞" x 0.

Size group 14:
- 1½" x 0.
- 1⅜" x 0.
- 1¼" x 0.
- 1" x 0.
- ¾" x 0.
- ⅝" x 0.
- ½" x 0.
- 7/16" x 0.

Size group 15:
- ⅜" x 0.
- 5/16" x 0.
- ¼" x 0.
- 3/16" x 0.
- ⅛" x 0.
- 6 Mesh x 0.

Size group 16:
- 1/16" x 0.
- 10 Mesh x 0.
- 28 Mesh x 0.
- 48 Mesh x 0.

Under 2" Washed or Air Cleaned

SIZE

Size group 17:
- 2" x 5/16".

Size group 18:
- 1½" x 1".
- 1½" x ¾".
- 1¼" x 1".
- 1¼" x ¾".
- 1¼" x 13/16".

Size group 19:
- 1½" x 5/16".
- 1½" x ¼".
- 1¼" x 5/16".
- 1¼" x ¼".
- 1" x ⅜".
- 1" x 5/16".

Size group 20:
- ¾" x ½".
- ¾" x 5/16".
- ¾" x ¼".
- ⅜" x 5/16".
- ⅜" x 4 Mesh.

Size group 21:
- 1½" x 10 Mesh.
- 1" x 10 Mesh.
- ⅜" x 10 Mesh.
- 5/16" x 10 Mesh.
- 5/16" x 48 Mesh.

Size group 22:
- 2" x 28 Mesh.
- 2" x 0–W.

Size group 23:
- 1½" x 28 Mesh.
- 1¼" x 28 Mesh.
- 1" x 28 Mesh.
- ¾" x 28 Mesh.
- 1½" x 0–W.
- 1¼" x 0–W.
- 1" x 0–W.
- ¾" x 0–W.
- 7/16" x 0–W.

Size group 24:
- ⅜" x 0–W.
- 5/16" x 0–W.
- ¼" x 0–W.
- 10 Mesh x 0–W.

Dry Dusted Sizes

Size group 25:
- 2" x 6 Mesh.
- 2" x 10 Mesh.
- 2" Modified.
- 1¾" x 1/16".

Size group 26:
- 1½" Modified.
- 1½" x 10 Mesh.
- 1½" x 28 Mesh.
- 1¼" Modified.
- 1¼" x 10 Mesh.
- 1" x 10 Mesh.
- 1" x 28 Mesh.
- ¾" x ⅛".
- ¾" x 1/16".
- ¾" x 10 Mesh.
- ¾" x 28 Mesh.
- ⅝" x 10 Mesh.
- ½" x ½ MM.
- 7/16" x 10 Mesh.

Size group 27:
- ⅜" x 10 Mesh.
- 5/16" x 10 Mesh.
- ⅜" x 1/16".

Size group 28:
- ⅜" x 48 Mesh.
- 5/16" x 48 Mesh.

Size group 34:
- Reclaimed Lump.

*Prices for All-Rail Shipment Into Market Area No. 29 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 9 | 137 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | 190 | 180 | 190 | 155 | 235 |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | | | | | | | | | 160 | 150 | | | 225 |
| | 50 | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | | | | | | | | | 160 | 150 | | | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | | | | | | | | | 160 | 150 | | | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | | | | | | | | | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | | | | | 200 |
| 8 | 91 | 80 | 265 | 265 | 265 | 255 | 245 | 235 | 210 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 70 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | | | 235 |
| 9 | 136 | 80 | | | | | | | 210 | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 49 | 82 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 130 | 120 | 60 | 40 | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 140 | 130 | 140 | | 175 |
| 11 | 77 | 80 | 250 | 250 | 250 | 240 | 230 | 220 | 200 | 210 | 180 | 180 | 180 | 180 | 130 | 120 | 70 | 40 | 200 | 200 | 200 | 200 | 190 | 155 | 145 | 115 | 140 | 130 | 140 | | 220 |

*Prices for All-Rail Shipment Into Market Area No. 29 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*—Continued

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 12 | 132 | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | | | 185 |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 130, 131 | 41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | 145 | 135 | | | 185 |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 21 | 70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 123 | 71 | 245 | 240 | 235 | 225 | 220 | 215 | 210 | 205 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | | | | | | | | | | 175 | 165 | | | 215 |
| | 162 | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 171 | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 186 | 74 | 245 | 240 | 235 | 225 | 220 | 215 | 210 | 205 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | | 205 | 205 | 205 | 205 | 195 | 195 | 185 | 155 | 175 | 165 | | | 215 |
| 16 | 45 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5, 22 | 25 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | | | | | | | | | | 125 | 115 | | | 175 |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 47, 142 | 31 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | | | 175 |
| 18 | 165 | 33 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | | | | | | | | | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | | | 175 |
| 19 | 145 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 125 | 115 | | | 165 |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | | | | | | | | | | 125 | 115 | | | 165 |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 20, 138 | 27 | 205 | 200 | 195 | 185 | 180 | 175 | 170 | 165 | 155 | 155 | 155 | 155 | 125 | 115 | 50 | | | | | | | | | | 135 | 125 | | | 175 |
| 22 | 23, 24 | 32 | 205 | 200 | 195 | 185 | 180 | 175 | 170 | 165 | 155 | 155 | 155 | 155 | 125 | 115 | 50 | | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 135 | 125 | | | 175 |
| 23 | 170 | 49 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | 145 | 135 | | | 185 |
| 24 | 17, 35, 46, 87, 152 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | | | 185 |
| 25 | 13, 71 | 91 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 60 | 93 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | | | | | | | | | | 155 | 145 | | | 185 |
| | 78 | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 80 | 125 | 227 | 222 | 217 | 207 | 202 | 197 | 197 | 197 | 187 | 187 | 187 | 187 | 157 | 147 | 82 | | | | | | | | | | 167 | 157 | | | 197 |
| | 81, 82 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 95 | 95 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | | | 185 |
| 28 | 84 | 92 | 221 | 216 | 211 | 201 | 196 | 191 | 191 | 191 | | | | | | | | | 191 | 191 | 191 | 191 | 181 | 181 | 171 | 141 | | | | | 191 |
| 29 | 189 | 116 | 310 | 305 | 300 | 290 | 285 | 275 | 260 | 265 | | | | | | | | | 260 | 260 | 260 | 260 | 250 | 250 | 240 | 210 | | | | | 275 |
| 30 | 125 | 114 | 300 | 295 | 290 | 280 | 275 | 265 | 250 | 255 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | | 220 | 220 | 220 | 220 | 210 | 210 | 200 | 170 | 190 | 180 | | | 265 |
| 31 | 150 | 111 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 164 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 98 | 117 | 300 | 295 | 290 | 280 | 275 | 265 | 250 | 255 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | | | | | | | | | | 190 | 180 | | | 265 |
| | 73, 175 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 19 | 114 | 260 | 255 | 250 | 240 | 235 | 230 | 225 | 220 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | | | | | | | | | | 190 | 180 | | | 230 |
| | 126 | 114 | 270 | 265 | 260 | 250 | 245 | 240 | 235 | 230 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | | | | | | | | | | 200 | 190 | | | 240 |
| 33 | 1 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | | | | | | | | | | 155 | 145 | | | 185 |
| 34 | 2 | 10 | 232 | 227 | 222 | 212 | 207 | 202 | 202 | 202 | 192 | 192 | 192 | 192 | 162 | 152 | 87 | | 197 | 197 | 197 | 197 | 187 | 187 | 177 | 147 | 172 | 162 | | | 202 |

*Prices for All-Rail Shipment Into Market Area No. 40 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 9 | 137 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 610 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| | 44, 151, 191, 192 | 140 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 156, 157 | 141 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 2 | 119, 176 | 132 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 14, 183 | 133 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 121 | 137 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 108, 118, 124 | 138 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 54 | 139 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | 190 | 155 | 235 |
| | 55, 106, 120 | 140 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 148, 184 | 141 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 18 | 142 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 75 | 143 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 225 |
| | 50 | 134 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ----- | ----- | ----- | ----- | 200 |
| 8 | 91 | 80 | 270 | 270 | 270 | 260 | 250 | 240 | 215 | 230 | 210 | 210 | 210 | 210 | 185 | 175 | 125 | 75 | 220 | 220 | 220 | 220 | 205 | 205 | 195 | 175 | 195 | 185 | ----- | ----- | 240 |
| 9 | 136 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | 215 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 10 | 49 | 82 | 215 | 210 | 205 | 195 | 190 | 180 | 170 | 175 | 150 | 150 | 150 | 150 | 135 | 125 | 65 | 45 | 170 | 170 | 170 | 170 | 160 | 160 | 150 | 120 | 145 | 135 | 145 | ----- | 180 |
| 11 | 77 | 80 | 255 | 255 | 255 | 245 | 235 | 225 | 205 | 215 | 185 | 185 | 185 | 185 | 135 | 125 | 75 | 45 | 205 | 205 | 205 | 205 | 195 | 160 | 150 | 120 | 145 | 135 | 145 | ----- | 225 |
| 12 | 132 (East St. Louis) [1] | 40 | 197 | 192 | 187 | 177 | 172 | 167 | 162 | 157 | 147 | 147 | 147 | 147 | 117 | 107 | 42 | ----- | 157 | 157 | 157 | 157 | 147 | 147 | 137 | 107 | 127 | 117 | ----- | ----- | 167 |
| | 25 (St. Louis) [2] | 55 | 189 | 184 | 179 | 169 | 164 | 159 | 154 | 149 | 139 | 139 | 139 | 139 | 109 | 99 | 34 | ----- | 149 | 149 | 149 | 149 | 139 | 139 | 129 | 99 | 119 | 109 | ----- | ----- | 159 |
| | 27, 63, 64, 65, 66: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (East St. Louis) [1] | 43 | 201 | 196 | 191 | 181 | 176 | 171 | 166 | 161 | 151 | 151 | 151 | 151 | 121 | 111 | 46 | ----- | 161 | 161 | 161 | 161 | 151 | 151 | 141 | 111 | 131 | 121 | ----- | ----- | 171 |
| | (St. Louis) [2] | | 203 | 198 | 193 | 183 | 178 | 173 | 168 | 162 | 153 | 153 | 153 | 153 | 123 | 113 | 48 | ----- | 163 | 163 | 163 | 163 | 153 | 153 | 143 | 113 | 133 | 123 | ----- | ----- | 173 |
| | 101 | 50 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 33 | 51 | 210 | 205 | 200 | 190 | 185 | 180 | 175 | 170 | 160 | 160 | 160 | 160 | 130 | 120 | 55 | ----- | 170 | 170 | 170 | 170 | 160 | 160 | 150 | 120 | 140 | 130 | ----- | ----- | 180 |
| | 32 | 58 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 13 | 147 | 42 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 68 | 47 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 70 | 48 | 210 | 205 | 200 | 190 | 185 | 180 | 175 | 170 | 160 | 160 | 160 | 160 | 130 | 120 | 55 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 140 | 130 | ----- | ----- | 180 |
| | 57, 163 | 49 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 88 | 56 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 29, 58 | 62 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 97: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (East St. Louis) [1] | 46 | 163 | 177 | 172 | 162 | 157 | 152 | 147 | 142 | 132 | 132 | 132 | 132 | 102 | 92 | 27 | ----- | | | | | | | | ----- | 112 | 102 | ----- | ----- | 152 |
| | (St. Louis) [2] | | 174 | 169 | 164 | 154 | 149 | 144 | 139 | 134 | 124 | 124 | 124 | 124 | 94 | 84 | 19 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 104 | 94 | ----- | ----- | 144 |
| | 180 [1] | 53 | 203 | 198 | 193 | 183 | 178 | 173 | 168 | 163 | 153 | 153 | 153 | 153 | 123 | 113 | 48 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 133 | 123 | ----- | ----- | 173 |
| | 134 (East St. Louis) [1] | 54 | 191 | 186 | 181 | 171 | 166 | 161 | 156 | 151 | 141 | 141 | 141 | 141 | 111 | 101 | 36 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 121 | 111 | ----- | ----- | 161 |
| | 127 (St. Louis) [2] | 57 | 177 | 172 | 167 | 157 | 152 | 147 | 142 | 137 | 127 | 127 | 127 | 127 | 97 | 87 | 22 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 107 | 97 | ----- | ----- | 147 |
| 16 | 45 | 21 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 72 | 24 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 5, 22 | 25 | 225 | 220 | 215 | 205 | 200 | 190 | 180 | 185 | 160 | 160 | 160 | 160 | 130 | 120 | 55 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 140 | 130 | ----- | ----- | 190 |
| | 135 | 30 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 137 | 31 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 38, 85, 178 | 80 | 215 | 210 | 205 | 195 | 190 | 180 | 170 | 175 | 150 | 150 | 150 | 150 | 120 | 110 | 45 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 130 | 120 | ----- | ----- | 180 |
| 17 | 47, 142 | 31 | 225 | 220 | 215 | 205 | 200 | 190 | 180 | 185 | 160 | 160 | 160 | 160 | 130 | 120 | 55 | ----- | 180 | 180 | 180 | 180 | 170 | 170 | 160 | 130 | 140 | 130 | ----- | ----- | 190 |
| 18 | 165 | 33 | 225 | 220 | 215 | 205 | 200 | 190 | 180 | 185 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 180 | 180 | 180 | 180 | 170 | 170 | 160 | 130 | 140 | 130 | ----- | ----- | 190 |
| 19 | 145 | 21 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 188 | 23 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 96, 99, 100 | 26 | 210 | 205 | 200 | 190 | 185 | 180 | 175 | 170 | 160 | 160 | 160 | 160 | 130 | 120 | 55 | ----- | 170 | 170 | 170 | 170 | 160 | 160 | 150 | 120 | 140 | 130 | ----- | ----- | 180 |
| | 3, 86, 103, 104, 161 | 29 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 48 | 31 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 153 | 22 | 210 | 205 | 200 | 190 | 185 | 180 | 175 | 170 | 160 | 160 | 160 | 160 | 130 | 120 | 55 | ----- | 170 | 170 | 170 | 170 | 160 | 160 | 150 | 120 | 140 | 130 | ----- | ----- | 180 |
| 20 | 6, 26, 43, 61 | 20 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 93, 159 | 23 | 210 | 205 | 200 | 190 | 185 | 180 | 175 | 170 | 160 | 160 | 160 | 160 | 130 | 120 | 55 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 140 | 130 | ----- | ----- | 180 |
| | 31, 34, 105, 110 | 25 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 11 | 28 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 139, 173 | [3]22 | 210 | 205 | 200 | 190 | 185 | 180 | 175 | 170 | 160 | 160 | 160 | 160 | 130 | 120 | 55 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 140 | 130 | ----- | ----- | 180 |
| | 16 | 80 | 200 | 195 | 190 | 180 | 175 | 170 | 165 | 160 | 150 | 150 | 150 | 150 | 120 | 110 | 45 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 130 | 120 | ----- | ----- | 170 |
| 21 | 20, 138 | [3]27 | 210 | 205 | 200 | 190 | 185 | 180 | 175 | 170 | 160 | 160 | 160 | 160 | 130 | 120 | 55 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 140 | 130 | ----- | ----- | 180 |
| 22 | 23, 24 | [3]32 | 210 | 205 | 200 | 190 | 185 | 180 | 175 | 170 | 160 | 160 | 160 | 160 | 130 | 120 | 55 | ----- | 170 | 170 | 170 | 170 | 160 | 160 | 150 | 120 | 140 | 130 | ----- | ----- | 180 |
| 23 | 170 | [2]49 | 210 | 205 | 200 | 190 | 185 | 180 | 175 | 170 | 160 | 160 | 160 | 160 | 130 | 120 | 55 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 140 | 130 | ----- | ----- | 180 |

---

[1] Applicable to Illinois destinations in Market Area No. 40; except as shown in Price Adjustments No. 1 to 6, incl.

[2] Applicable to Missouri destinations in Market Area No. 40.

[3] Except as shown in Price Adjustments No. 7.

*Price Adjustments to F. O. B. Mine Prices Necessary To Maintain Delivered Differentials at Destinations in Market Area No. 40*

| Destination | No. 1 | No. 2 | No. 3 | No. 4 | No. 5 | No. 6 | No. 7 |
|---|---|---|---|---|---|---|---|
| Alton, Ill | +13 | +13 | +9 | 0 | +19 | +8 | +25 |
| Alton Hospital, Ill | −3 | N | N | N | N | +3 | −11 |
| Alton Summit, Ill | +13 | N | +9 | +19 | +19 | N | N |
| East Alton, Ill | +13 | N | +9 | N | +19 | N | 0 |
| Edwardsville, Ill | N | N | +9 | N | N | N | +43 |
| Edwardsville Junction, Ill | N | +13 | +9 | N | N | N | +25 |
| Federal, Ill | +13 | +13 | +9 | 0 | +19 | +8 | +25 |
| Glass Works, Ill | +13 | +13 | +9 | 0 | 0 | +8 | +25 |
| Hartford, Ill | +13 | +13 | +9 | 0 | 0 | +8 | +25 |
| Nameoki, Ill | +13 | N | 0 | +19 | +19 | 0 | 0 |
| Reuters, Ill | N | +13 | +9 | 0 | 0 | +8 | +25 |
| Roxana, Ill | +13 | +13 | +9 | 0 | 0 | +8 | +25 |
| South Wood River, Ill | +13 | N | +9 | 0 | 0 | N | +25 |
| Upper Alton, Ill | +13 | N | +9 | +19 | +19 | N | N |
| Wanda, Ill | N | +13 | +9 | 0 | 0 | +8 | +25 |
| Wann, Ill | +13 | N | +9 | +19 | +19 | N | N |
| Wood River, Ill | +13 | +13 | +9 | 0 | +19 | +8 | +25 |
| St. Louis Switching District, Mo | 0 | 0 | 0 | 0 | 0 | 0 | +25 |

N—Indicates "no rate."

No. 1. Applicable on shipments from Mine Index Nos. 132 and 180 originating on the Alton Railroad. Increase or decrease f. o. b. mine prices for destinations as shown in cents per ton.

No. 2. Applicable on shipments from Mine Index No. 25 originating on the Illinois Central Railroad. Increase or decrease f. o. b. mine prices for destinations as shown in cents per ton.

No. 3. Applicable on shipments from Mine Index Nos. 27, 63, 64, 65 and 66 originating on the CI&M Railroad. Increase or decrease f. o. b. mine prices for destinations as shown in cents per ton.

No. 4. Applicable on shipments from Mine Index Nos. 127 and 134 originating on the CCC&StL Railroad for delivery via the Illinois Terminal Railroad. Increase or decrease f. o. b. mine prices for destinations as shown in cents per ton.

No. 5. Applicable on shipments from Mine Index Nos. 127 and 134 originating on the CCC&StL Railroad for delivery via the Alton Railroad. Increase or decrease f. o. b. mine prices for destinations as shown in cents per ton.

No. 6. Applicable on shipments from Mine Index No. 127 originating on the C&EI Railroad. Increase or decrease f. o. b. mine prices for destinations as shown in cents per ton.

No. 7. Applicable on shipments from Mine Index Nos. 20, 23, 24, 139, 153, 170 and 173 originating and delivered on the Illinois Terminal Railroad. Increase or decrease f. o. b. mine prices for destinations as shown in cents per ton.

*Prices for All-Rail Shipment Into Market Areas Nos. 35, 36, 37, 38, 39 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 9 | 137 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | | | | | | | | | 190 | 180 | 190 | 155 | 235 |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 50 | 134 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | | | | | | | | | 160 | 150 | | | 225 |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | | | | | | | | | 160 | 150 | | | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | | | | | | | | | 160 | 150 | | | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | | | | | | | | | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | | | | | 200 |
| 8 | 91 | 80 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 195 | 195 | 195 | 195 | 170 | 160 | 110 | 60 | 205 | 205 | 205 | 205 | 190 | 190 | 180 | 160 | 180 | 170 | | | 225 |
| 9 | 136 | 80 | | | | | | | 200 | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 49 | 82 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 190 | 165 | 165 | 165 | 165 | 150 | 140 | 80 | 30 | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 160 | 150 | 160 | | 195 |
| 11 | 77 | 80 | 250 | 250 | 250 | 240 | 230 | 220 | 200 | 210 | 170 | 170 | 170 | 170 | 150 | 140 | 90 | 30 | 190 | 190 | 190 | 190 | 180 | 175 | 165 | 135 | 160 | 150 | 160 | | 220 |
| 12 | 132 | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | | | 185 |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 130, 131 | 41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | 145 | 135 | | | 185 |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 21 | 70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 123 | 71 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | 145 | 135 | | | 185 |
| | 162 | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 171 | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 186 | 74 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | | | 185 |
| | 45 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | 5, 22 | 25 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | 145 | 135 | | | 195 |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 47, 142 | 31 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 145 | 135 | | | 195 |
| 18 | 165 | 33 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 190 | | | | | | | | | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 145 | 135 | | | 195 |
| | 145 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 188 | 23 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | | | 185 |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | [illegible] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6, 26, 43, 61 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 93, 159 | 23 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | 145 | 135 | | | 185 |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

*Prices for All-Rail Shipment Into Market Areas Nos. 35, 36, 37, 38, 39 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*—Con.

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 21 | 20, 138 | 27 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| 22 | 23, 24 | 32 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 185 |
| 23 | 170 | 49 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| 24 | 17, 35, 46, 87, 152 | 91 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 175 |
| 25 | 13, 71 | 91 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 175 |
| | 60 | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 78 | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 80 | 125 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 175 |
| | 80, 82 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 95 | 95 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | ----- | ----- | ----- | ----- | 175 |
| 28 | 84 | 92 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | ----- | ----- | ----- | ----- | 175 |
| 29 | 189 | 116 | 310 | 305 | 300 | 290 | 285 | 275 | 260 | 265 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 260 | 260 | 260 | 260 | 250 | 250 | 240 | 210 | ----- | ----- | ----- | ----- | 275 |
| 30 | 125 | 114 | 310 | 305 | 300 | 290 | 285 | 275 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ----- | 230 | 230 | 230 | 230 | 220 | 220 | 210 | 180 | 200 | 190 | ----- | ----- | 275 |
| 31 | 150 | 111 | 310 | 305 | 300 | 290 | 285 | 275 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 200 | 190 | ----- | ----- | 275 |
| | 164 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 98 | 117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 73, 175 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 19, 126 | 114 | 270 | 265 | 260 | 250 | 245 | 240 | 235 | 230 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 200 | 190 | ----- | ----- | 240 |
| 33 | 1 | 91 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 175 |
| 34 | 2 | 10 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 170 | 170 | 170 | 170 | 160 | 160 | 150 | 120 | 145 | 135 | ----- | ----- | 175 |

*Prices for All-Rail Shipment Into Market Area No. 41 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions and Subject to Price Adjustments to Specific Destinations as Shown Hereinafter*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| | 9 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | 190 | 155 | 235 |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 225 |
| | 50 | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ----- | ----- | ----- | ----- | 200 |
| 8 | 91 | 80 | 265 | 265 | 265 | 255 | 245 | 235 | 210 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 70 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | ----- | ----- | 235 |
| 9 | 136 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | 210 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 10 | 49 | 82 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 130 | 120 | 60 | 40 | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 140 | 130 | 140 | ----- | 175 |
| 11 | 77 | 80 | 250 | 250 | 250 | 240 | 230 | 220 | 200 | 210 | 180 | 180 | 180 | 180 | 130 | 120 | 70 | 40 | 200 | 200 | 200 | 200 | 190 | 155 | 145 | 115 | 140 | 130 | 140 | ----- | 220 |
| 12 | 132 | 40 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 185 |
| | 27, 63, 64. 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

*Prices for All-Rail Shipment Into Market Area No. 41 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions and Subject to Price Adjustments to Specific Destinations as Shown Hereinafter*—Continued

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 13 | 130, 131 | 41 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 21 | 70 | 245 | 240 | 235 | 225 | 220 | 215 | 210 | 205 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 175 | 165 | ----- | ----- | 215 |
| | 123 | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 162 | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 171 | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 186 | 74 | 245 | 240 | 235 | 225 | 220 | 215 | 210 | 205 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | ----- | 205 | 205 | 205 | 205 | 195 | 195 | 185 | 155 | 175 | 165 | ----- | ----- | 215 |
| 16 | 45 | 21 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 175 |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5, 22 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 47, 142 | 31 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ----- | ----- | 175 |
| 18 | 165 | 33 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ----- | ----- | 175 |
| 19 | 145 | 21 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 125 | 115 | ----- | ----- | 165 |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 165 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 20, 138 | 27 | 205 | 200 | 195 | 185 | 180 | 175 | 170 | 165 | 155 | 155 | 155 | 155 | 125 | 115 | 50 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 135 | 125 | ----- | ----- | 175 |
| 22 | 23, 24 | 32 | 205 | 200 | 195 | 185 | 180 | 175 | 170 | 165 | 155 | 155 | 155 | 155 | 125 | 115 | 50 | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 135 | 125 | ----- | ----- | 175 |
| 23 | 170 | 49 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| 24 | 17, 35, 46, 87, 152 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ----- | ----- | 185 |
| 25 | 13, 71 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 185 |
| | 60 | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 78 | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 80 | 125 | 227 | 222 | 217 | 207 | 202 | 197 | 197 | 197 | 187 | 187 | 187 | 187 | 157 | 147 | 82 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 167 | 157 | ----- | ----- | 197 |
| | 81, 82 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 95 | 95 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ----- | ----- | 185 |
| 28 | 84 | 92 | 221 | 216 | 211 | 201 | 196 | 191 | 191 | 191 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 191 | 191 | 191 | 191 | 181 | 181 | 171 | 141 | ----- | ----- | ----- | ----- | 191 |
| 29 | 189 | 116 | 310 | 305 | 300 | 290 | 285 | 275 | 260 | 265 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 260 | 260 | 260 | 260 | 250 | 250 | 240 | 210 | ----- | ----- | ----- | ----- | 275 |
| 30 | 125 | 114 | 300 | 295 | 290 | 280 | 275 | 265 | 250 | 255 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | 220 | 220 | 220 | 220 | 210 | 210 | 200 | 170 | 190 | 180 | ----- | ----- | 265 |
| 31 | 150 | 111 | 300 | 295 | 290 | 280 | 275 | 265 | 250 | 255 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | ----- | ----- | 265 |
| | 164 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 98 | 117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 73, 175 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 19 | 114 | 260 | 255 | 250 | 240 | 235 | 230 | 225 | 220 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | ----- | ----- | 230 |
| | 126 | 114 | 270 | 265 | 260 | 250 | 245 | 240 | 235 | 230 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 200 | 190 | ----- | ----- | 240 |
| 33 | 1 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 185 |
| 34 | 2 | 10 | 232 | 227 | 222 | 212 | 207 | 202 | 202 | 202 | 192 | 192 | 192 | 192 | 162 | 152 | 87 | ----- | 197 | 197 | 197 | 197 | 187 | 187 | 177 | 147 | 172 | 162 | ----- | ----- | 202 |

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Addison | N | N | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | +10 | +15 | N | +10 | 0 | +10 | 0 | +10 | N | N | N | +10 | +10 | +10 | +10 | +10 |
| Adeline | +4 | 0 | 0 | +10 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | 0 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Agnew (L) | −11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Agnew (F) | −11 | 0 | 0 | 0 | 0 | 0 | 0 | +6 | −10 | N | 0 | 0 | 0 | −10 | +6 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Aiken (L) | N | 0 | 0 | N | +10 | +10 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Aiken (F) | N | 0 | 0 | N | +10 | +10 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Albany (L) | +63 | 0 | 0 | −11 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Albany (F) | +63 | 0 | 0 | −7 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Albany Pit (L) | +63 | 0 | 0 | −11 | 0 | 0 | N | N | −10 | N | 0 | 0 | 0 | −21 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Albany Pit (F) | +63 | 0 | 0 | − 7 | 0 | 0 | N | N | −10 | N | 0 | 0 | 0 | −17 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Alden | −14 | 0 | 0 | 0 | N | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Algonquin | −6 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Almora | −22 | −5 | −5 | −12 | −5 | −5 | N | −5 | −15 | N | −5 | −5 | −5 | −15 | −5 | +5 | +5 | +5 | +5 | N | +5 | +5 | +5 | N | +10 | +10 | +5 | +5 | +5 | +5 | +5 | +5 | +10 |
| Alpine | N | N | N | N | 0 | N | 0 | 0 | −10 | 0 | 0 | N | 0 | −10 | 0 | N | N | N | 0 | N | 0 | N | N | N | 0 | 0 | N | 0 | N | N | N | N | 0 |
| Alworth | +48 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Amboy | N | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | N | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 |
| Anders | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Antioch | N | 0 | 0 | 0 | N | 0 | N | 0 | N | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apple River | N | 0 | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | N | 0 | 0 | 0 |
| Aptakisic | N | 0 | 0 | N | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Addison | 0 | −27 | −27 | N | N | −27 | 0 | 0 | N | N | N | N | N | N | N | N | N | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adeline | −20 | −15 | −15 | N | −15 | −15 | −10 | −10 | +21 | +15 | N | +21 | +21 | 0 | N | −10 | −10 | 0 | 0 | +9 | +9 | +9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agnew (L) | −20 | −41 | −37 | N | −47 | −37 | −10 | −10 | +6 | 0 | N | +52 | +6 | −24 | −16 | N | −34 | −16 | −38 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agnew (F) | −20 | −41 | −37 | N | −47 | −37 | −10 | −10 | +6 | 0 | N | +52 | +6 | −7 | −2 | N | −17 | −7 | −38 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Aiken (L) | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +35 | +29 | N | +35 | +35 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Aiken (F) | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +34 | +28 | N | +34 | +34 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Albany (L) | −20 | −47 | −47 | N | −47 | −47 | −10 | −10 | +35 | +29 | N | +35 | +52 | −11 | N | −21 | −21 | −11 | −11 | +9 | +9 | +9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Albany (F) | −20 | −41 | −41 | N | −41 | −41 | −10 | −10 | +35 | +29 | N | +35 | +52 | −7 | N | −17 | −17 | −7 | −7 | +9 | +9 | +9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Albany Pit (L) | −20 | −47 | −47 | N | −47 | −47 | −10 | −10 | +35 | +29 | N | +35 | +52 | −11 | N | −21 | −21 | −11 | −11 | +9 | +9 | +9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Albany Pit (F) | −20 | −41 | −41 | N | −41 | −41 | −10 | −10 | +35 | +29 | N | +35 | +52 | −7 | N | −17 | −17 | −7 | −7 | +9 | +9 | +9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alden | −20 | N | −30 | N | −30 | −30 | −5 | −5 | −2 | −8 | N | −2 | +3 | 0 | 0 | N | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Algonquin | −20 | −25 | −25 | N | −25 | −25 | −5 | −5 | +11 | +5 | N | +11 | +11 | +30 | +30 | N | +20 | +30 | +30 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Almora | −20 | −30 | −20 | N | −30 | −20 | −10 | −10 | 0 | −6 | N | 0 | 0 | +10 | N | 0 | 0 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alpine | 0 | N | N | N | 0 | 0 | 0 | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alworth | −20 | −47 | −30 | N | N | −30 | −5 | −5 | +6 | 0 | N | N | +6 | −15 | N | N | −25 | −15 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Amboy | −20 | N | N | N | N | N | −10 | −10 | +10 | +4 | N | N | +10 | +20 | N | N | +10 | +20 | −8 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Anders | 0 | 0 | 0 | N | N | 0 | 0 | 0 | N | N | N | N | N | −5 | N | N | −15 | −5 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Antioch | −20 | −22 | −22 | N | −22 | −22 | 0 | 0 | +13 | +7 | N | 0 | +13 | +28 | N | +18 | +18 | +28 | +28 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apple River | −20 | −30 | −30 | N | N | −30 | −7 | −7 | N | N | N | N | N | N | N | N | N | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Aptakisic | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | N | −15 | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Arlington | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Arlington Hts | −11 | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Armsby | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ashton | −38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Aurora | −33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Baileyville | N | N | −5 | 0 | −5 | −5 | 0 | N | N | N | 0 | −5 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Bakers | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Ballou | N | N | N | N | 0 | N | 0 | 0 | −10 | 0 | 0 | N | 0 | −10 | 0 | N | N | N | 0 | N | 0 | 0 | N | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 |
| Banks | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | N | 0 | N | 0 | N | N | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 |
| Barrington | −26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −15 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | −15 | 0 | 0 | −15 | 0 | 0 | 0 | −15 | −15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barstow | N | 0 | −4 | N | 0 | −5 | N | N | −10 | N | N | −4 | −4 | −10 | N | 0 | 0 | N | 0 | N | 0 | N | N | N | N | N | 0 | 0 | 0 | 0 | N | N | N |
| Bartlett | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Batavia | −33 | 0 | 0 | −9 | 0 | 0 | −9 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Beach | N | N | −8 | N | N | −8 | 0 | N | −10 | N | −8 | −8 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Beecher | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Belden | −17 | 0 | 0 | 0 | 0 | 0 | N | N | −10 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Belmont | N | N | −32 | N | N | N | N | N | N | N | N | −32 | −32 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Belvidere | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bensenville | +17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +19 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Arlington | −5 | N | N | N | N | N | −45 | −45 | +20 | +14 | N | N | +20 | N | N | N | N | N | +15 | N | N | −27 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Arlington Hts | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +6 | 0 | N | +6 | +6 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Armsby | −20 | −22 | −22 | N | −22 | −22 | −5 | −5 | 0 | −6 | N | 0 | 0 | +22 | N | +12 | +12 | +22 | +22 | +5 | +5 | +5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ashton | −20 | −40 | −40 | N | −44 | −40 | −10 | −10 | +10 | +4 | N | +10 | +10 | a−25 | −16 | N | −35 | −25 | −25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Aurora | 0 | −25 | −25 | N | −27 | −25 | 0 | 0 | +15 | +14 | N | +15 | +15 | b+20 | −10 | −10 | b+10 | 0 | 0 | N | N | −22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Baileyville | −35 | −47 | N | N | N | −47 | −5 | −5 | N | N | N | N | N | c+30 | N | N | +20 | +30 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bakers | −20 | N | N | N | N | N | −45 | −45 | +25 | +19 | N | N | +25 | N | N | N | N | N | +3 | N | N | −40 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Ballou | 0 | N | N | N | 0 | 0 | 0 | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Banks | 0 | N | N | N | 0 | 0 | 0 | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barrington | 0 | −27 | −27 | N | −27 | −27 | 0 | 0 | 0 | −6 | N | −9 | 0 | +10 | +10 | −15 | 0 | +10 | +10 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barstow | −15 | N | N | N | N | N | −10 | −10 | +45 | +44 | N | N | +45 | N | N | N | N | N | +10 | N | N | +33 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Bartlett | 0 | −27 | −20 | N | −27 | −20 | 0 | 0 | 0 | −6 | N | 0 | 0 | +10 | N | 0 | 0 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Batavia | −15 | −39 | −35 | N | −39 | −35 | 0 | 0 | 0 | −6 | N | +15 | 0 | −5 | −5 | N | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Beach | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | −13 | N | −20 | −15 | −10 | −10 | −15 | −15 | −15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Beecher | N | +10 | N | 0 | N | +10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 |
| Belden | −20 | −22 | −22 | N | −22 | −22 | −5 | −5 | 0 | −6 | N | 0 | 0 | +22 | N | +12 | +12 | +22 | +22 | +5 | +5 | +5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Belmont | 0 | N | N | N | N | N | −32 | −32 | 0 | 0 | N | N | 0 | N | N | N | N | N | 0 | N | N | −22 | 0 | N | −32 | N | 0 | 0 | 0 | 0 | −32 | −32 | N |
| Belvidere | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +20 | +14 | N | +20 | +20 | +25 | 0 | N | +15 | +25 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bensenville | 0 | −27 | −20 | N | −27 | −20 | 0 | 0 | 0 | −6 | N | 0 | 0 | +10 | N | 0 | 0 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

a: From Wilmington Mine, Illinois, only. Other Points: L −49 F −32.
b: From Wilmington Mine, Illinois, only. Other Points: −27.
c: From Wilmington Mine, Illinois, only.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bettendorf (L) | +78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Bettendorf (F) | +78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Big Rock | N | N | N | N | N | −5 | N | N | N | N | N | −5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | N | N | N | N | N |
| Bird's (L) | +12 | 0 | 0 | N | N | 0 | 0 | N | −5 | N | 0 | 0 | 0 | −5 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bird's (F) | +12 | 0 | 0 | N | N | 0 | 0 | N | −5 | N | 0 | 0 | 0 | −5 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Blakes | N | N | N | N | −10 | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Blanding (L) | N | N | −16 | N | 0 | −10 | N | N | −15 | N | N | +10 | −16 | −15 | N | 0 | N | N | 0 | N | 0 | N | N | 0 | N | N | 0 | 0 | N | N | N | N | N |
| Blanding (F) | N | N | −16 | N | 0 | −10 | N | N | −15 | N | N | +10 | −16 | −15 | N | 0 | N | N | 0 | N | 0 | N | N | 0 | N | N | 0 | 0 | N | N | N | N | N |
| Blodgett (Lake County) | −17 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bolton | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bowes | N | N | 0 | −7 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −17 | 0 | N | N | +10 | +10 | N | +10 | +10 | +10 | −7 | +10 | N | N | N | +10 | +10 | +10 | +10 | +10 |
| Bradley | N | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bradt | N | N | 0 | N | 0 | 0 | N | N | −10 | N | N | 0 | 0 | −10 | N | +4 | +4 | +4 | +4 | N | +4 | +4 | +4 | N | +4 | +4 | +4 | +4 | +4 | +4 | +4 | +4 | +4 |
| Braeside | −17 | N | N | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brayson | N | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brickton | +32 | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Briergate | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brisbane | N | 0 | 0 | 0 | 0 | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bristol | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Bruceville | N | 0 | 0 | N | 0 | 0 | N | N | −10 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bettendorf (L) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | c+60 | +59 | +60 | +60 | +60 | d−29 | −24 | +15 | +15 | +25 | +25 | +48 | +48 | +48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bettendorf (F) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | c+60 | +59 | +60 | +60 | +60 | d−12 | −7 | +15 | +15 | +25 | +25 | +48 | +48 | +48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Big Rock | −15 | N | N | N | N | N | −45 | −45 | +20 | +19 | N | N | +20 | N | N | N | N | N | +5 | N | N | −23 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Birds (L) | 0 | −22 | −22 | N | N | −22 | 0 | 0 | 0 | −6 | N | N | 0 | +30 | N | a+45 | +20 | +30 | +31 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Birds (F) | 0 | −22 | −22 | N | N | −22 | 0 | 0 | 0 | −6 | N | N | 0 | +30 | N | a+45 | +20 | +30 | +31 | +20 | +20 | +20 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Blakes | −20 | N | N | N | N | N | −45 | −45 | +25 | +19 | N | N | +25 | N | N | N | N | N | +3 | N | N | −42 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Blanding (L) | −20 | N | N | N | N | N | −26 | −26 | +30 | +24 | N | N | +30 | N | N | N | N | N | −5 | N | N | −8 | 0 | N | −16 | N | 0 | 0 | 0 | 0 | −16 | −16 | N |
| Blanding (F) | −20 | N | N | N | N | N | −26 | −26 | +30 | +24 | N | N | +30 | N | N | N | N | N | −5 | N | N | +3 | 0 | N | −16 | N | 0 | 0 | 0 | 0 | −16 | −16 | N |
| Blodgett (Lake County) | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | −5 | N | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bolton | −20 | N | −25 | N | N | −25 | −5 | −5 | +20 | +14 | N | +20 | +20 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bowes | −20 | −30 | −30 | N | N | −30 | 0 | 0 | N | N | N | N | N | b−5 | N | N | −15 | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bradley | 0 | +15 | N | −5 | N | +15 | 0 | 0 | N | N | N | N | N | b+5 | N | N | −5 | −5 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bradt | −20 | −26 | −26 | N | N | −26 | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Braeside | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | e+13 | −5 | N | −15 | +13 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brayson | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | −10 | −16 | N | +17 | −10 | −36 | +89 | N | −46 | −7 | −36 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brickton | −5 | −37 | N | N | N | −37 | −10 | −10 | +14 | +8 | +20 | +20 | +20 | b+20 | N | +52 | +10 | +20 | +50 | +30 | +30 | +30 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Briergate | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | +10 | +4 | +10 | +10 | +10 | −5 | N | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brisbane | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | b−5 | N | −10 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bristol | 0 | N | N | N | N | N | +20 | +20 | +55 | +54 | N | N | +55 | N | N | N | N | −45 | +3 | N | N | −22 | 0 | N | −30 | N | 0 | 0 | 0 | 0 | −30 | −30 | N |
| Bruceville | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +20 | +14 | N | +20 | +20 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

a: From Marseilles, Illinois. From Ottawa, Illinois: +35.
b: From Wilmington Mine, Illinois, only.
c: From Alpha, Illinois: +95.
d: From Wilmington Mine, Illinois: +25.
e: From Wilmington Mine, Illinois: −5.
L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buena Vista | N | 0 | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Bureau | +58 | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Burgess Jct | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Burlington | N | N | 0 | −7 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −17 | 0 | N | N | +10 | +10 | N | +10 | +10 | +10 | −7 | +10 | N | N | N | +10 | +10 | +10 | +10 | +10 |
| Byron | −11 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caledonia | −6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cavalry | −40 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Camanche (L) | +51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Camanche (F) | +51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Camp Grant | N | 0 | 0 | N | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Camp Logan | −17 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Capron | −6 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Carbon Cliff | +85 | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | N | 0 | 0 | −10 | 0 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Carpentersville | −6 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cary | −6 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caton Farm | N | 0 | 0 | 0 | 0 | N | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chadwick | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Chana | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Charter Grove | N | N | 0 | −7 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −17 | 0 | N | N | +10 | +10 | N | +10 | +10 | +10 | −7 | +10 | N | N | N | +10 | +10 | +10 | +10 | +10 |
| Chase | N | N | 0 | N | 0 | 0 | N | N | −10 | N | N | 0 | 0 | −10 | N | +4 | +4 | +4 | +4 | N | +4 | +4 | +4 | N | +4 | +4 | +4 | +4 | +4 | +4 | +4 | +4 | +4 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buena Vista | −20 | −30 | −30 | N | N | −30 | −5 | −5 | −21 | −27 | N | N | −21 | a−5 | N | N | −15 | 0 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bureau | −5 | −50 | N | N | N | −50 | −10 | −10 | +42 | +36 | +42 | +42 | +42 | N | N | b+30 | +10 | +20 | +50 | +56 | +56 | +56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Burgess Jct | −20 | N | N | N | N | N | −45 | −45 | +25 | +19 | N | N | +25 | N | N | N | N | N | +3 | N | N | −41 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Burlington | −20 | −30 | −30 | N | N | −30 | −10 | −10 | N | N | N | N | N | a−5 | N | N | −15 | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Byron | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +6 | 0 | +6 | +6 | +6 | −15 | N | −25 | −25 | −15 | −15 | −6 | −6 | −6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caledonia | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +25 | +19 | N | +25 | +25 | +30 | +30 | N | +20 | +30 | +30 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Calvary | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | −6 | N | −13 | 0 | +10 | N | −10 | 0 | +10 | 0 | −23 | −23 | −23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Camanche (L) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | b+92 | +51 | +52 | +52 | +52 | −29 | N | N | −39 | −29 | −29 | −6 | −6 | +40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Camanche (F) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | b+92 | +51 | +52 | +52 | +52 | −12 | N | N | −22 | −12 | −12 | +11 | +11 | +40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Camp Grant | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +20 | +19 | N | N | +20 | N | N | N | N | +30 | +5 | N | N | −6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Camp Logan | 0 | −27 | −27 | N | −27 | −27 | 0 | 0 | 0 | −6 | N | 0 | 0 | c−5 | −2 | N | −7 | −2 | −2 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Capron | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +11 | +5 | N | +11 | +11 | +30 | +30 | N | +20 | +30 | +30 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Carbon Cliff | −20 | −47 | −47 | N | N | −47 | −10 | −10 | +55 | +49 | +55 | +55 | +55 | a+20 | N | +10 | +10 | +20 | +20 | +43 | +43 | +43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Carpentersville | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +11 | +5 | N | +11 | +11 | d+30 | +30 | N | +20 | +30 | +30 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cary | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +11 | +5 | N | +11 | +11 | e−14 | +30 | N | +20 | +30 | +30 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caton Farm | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | 0 | N | N | 0 | f−10 | N | +35 | +45 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chadwick | −20 | N | N | N | N | N | −39 | −30 | +10 | +4 | N | N | +10 | N | N | N | N | N | +10 | N | N | −16 | 0 | N | −29 | N | 0 | 0 | 0 | 0 | −29 | −29 | N |
| Chana | −30 | N | N | N | N | N | −45 | −45 | +18 | +12 | N | N | +18 | N | N | N | N | N | −55 | N | N | −44 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Charter Grove | −20 | −30 | −30 | N | N | −30 | −10 | −10 | N | N | N | N | N | a−5 | N | N | −15 | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chase | −20 | −26 | N | −26 | N | −26 | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Wilmington Mine, Illinois, only.
b: From Marseilles, Illinois. From Ottawa: +40.
c: From Wilmington Mine, Illinois: −2.
d: From Wilmington Mine, Illinois: +15.
e: From Wilmington Mine, Illinois: +30.
f: From Wilmington Mine, Illinois: +55.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chemung | −6 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cherry | +3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | −27 | 0 | N | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cherry Valley | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chicago Golf | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | 0 | N | 0 | N | N | 0 | 0 | N | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N |
| Chicago Heights | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chittenden | N | N | 0 | N | N | 0 | N | N | −10 | N | N | 0 | 0 | −10 | N | N | N | 0 | N | N | N | 0 | 0 | N | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 |
| Churchill | N | N | 0 | −27 | N | 0 | −27 | −27 | −37 | N | −27 | 0 | 0 | −37 | −27 | 0 | −27 | 0 | 0 | −27 | 0 | 0 | 0 | −27 | −27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clare | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clarendon Hills | N | N | −28 | N | N | −10 | N | N | N | N | N | −10 | −28 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Clarion | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Cleveland | N | 0 | −4 | N | 0 | −5 | N | N | −10 | N | N | −4 | −4 | −10 | N | 0 | 0 | N | 0 | N | 0 | N | N | N | N | N | 0 | 0 | 0 | 0 | N | N | N |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clinton (L) | +51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Clinton (F) | +51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cloverdale | N | N | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | +10 | +10 | N | +10 | +10 | +10 | 0 | +10 | N | N | N | +10 | +10 | +10 | +10 | +10 |
| Coal City | N | 0 | 0 | 0 | 0 | N | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coleman | N | N | 0 | −7 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −17 | 0 | N | N | +10 | +10 | N | +10 | +10 | +10 | −7 | +10 | N | N | N | +10 | +10 | +10 | +10 | +10 |
| Colona | +85 | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | N | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Columbia | N | N | 0 | N | 0 | N | N | N | N | N | 0 | 0 | 0 | N | N | +10 | N | +10 | +10 | N | +10 | +10 | +10 | N | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Colvin Park | N | N | 0 | −7 | N | −7 | 0 | N | N | N | 0 | 0 | 0 | −17 | 0 | N | N | +10 | +10 | N | +10 | +10 | +10 | −7 | +10 | N | N | N | +10 | +10 | +10 | +10 | +10 |
| Compton | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | N | N | N |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chemung | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +11 | +5 | N | +11 | +11 | +30 | +30 | N | +20 | +30 | +30 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cherry | −20 | −57 | −37 | N | N | −37 | −10 | −10 | −4 | −10 | N | +20 | +20 | N | N | N | N | +20 | N | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cherry Valley | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +20 | +14 | N | +20 | +20 | −15 | −15 | N | −25 | −15 | −15 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chicago Golf | 0 | −27 | N | N | N | −27 | 0 | 0 | N | N | N | N | N | a−5 | N | N | −15 | N | −5 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chicago Heights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | a+10 | N | −10 | 0 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chittenden | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | +10 | N | N | 0 | +10 | −17 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Churchill | −5 | −37 | −37 | N | −57 | −37 | −10 | −10 | +20 | +14 | N | −10 | +20 | a−35 | N | N | −45 | −7 | −21 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clare | −20 | −30 | −30 | N | N | −30 | −5 | −5 | 0 | −6 | N | 0 | 0 | −15 | −15 | −25 | −25 | −15 | −15 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clarendon Hill | 0 | N | N | N | N | N | −28 | −28 | 0 | 0 | N | N | 0 | N | N | N | N | N | 0 | N | N | −22 | 0 | N | −28 | N | 0 | 0 | 0 | 0 | −28 | −28 | N |
| Clarion | −5 | N | N | N | N | N | −45 | −45 | b+20 | +19 | N | N | +20 | N | N | N | N | N | +15 | N | N | −27 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Cleveland | −15 | N | N | N | N | N | −10 | −10 | +45 | +54 | N | N | +45 | N | N | N | N | N | +10 | N | N | +33 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clinton (L) | −20 | −45 | −45 | N | N | −45 | −10 | −10 | c+52 | +51 | +52 | +52 | +52 | d−24 | +17 | −82 | −34 | +3 | −29 | −6 | −6 | +40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clinton (F) | −20 | −45 | −45 | N | N | −45 | −10 | −10 | c+52 | +51 | +52 | +52 | +52 | +3 | +17 | −62 | −7 | +3 | −12 | +11 | +11 | +40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cloverdale | 0 | −27 | −27 | N | N | −27 | 0 | 0 | N | N | N | N | N | N | N | N | N | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal City | −15 | N | N | N | N | N | 0 | 0 | N | N | N | N | N | e+31 | N | N | +57 | +31 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coleman | −20 | −30 | −30 | N | N | −30 | 0 | 0 | N | N | N | N | N | a−5 | N | N | −15 | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Colona | −20 | −47 | −47 | N | N | −47 | −10 | −10 | +55 | +49 | +55 | +55 | +55 | a+20 | N | +10 | +10 | N | +20 | +43 | +43 | +43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Columbia | −14 | −27 | −20 | N | −27 | −20 | 0 | 0 | 0 | −6 | N | N | 0 | N | N | N | −7 | N | −12 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Colvin Park | −25 | −37 | −37 | N | N | −37 | −10 | −10 | N | N | N | N | N | a−5 | N | N | −15 | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Compton | −20 | N | N | N | N | N | −45 | −45 | +15 | +14 | N | N | +15 | N | N | N | N | N | −3 | N | N | −41 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Wilmington Mine, Illinois, only.
b: From Alpha, Illinois: +55.
c: From Alpha, Illinois: +68.
d: From Monunk, Illinois: +3.
e: From Wilmington Mine, Illinois: +67.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cordova (L) | +71 | 0 | 0 | −11 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +15 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +15 |
| Cordova (F) | +71 | 0 | 0 | −7 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +15 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +15 |
| Cortland | +38 | 0 | 0 | −14 | N | −14 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | b0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Council Hill | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Coynes | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Creston | −38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | b0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crete | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | N | N | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 |
| Crown | N | N | 0 | 0 | N | N | N | N | N | N | 0 | 0 | 0 | −10 | N | +10 | N | +10 | +10 | N | +10 | +10 | +10 | N | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Crystal Lake | −6 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Culton | N | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | N | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Cumberland | −11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 |
| Daggetts | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Dakota | −6 | N | N | N | N | N | N | N | −10 | N | N | N | N | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dalzell | N | −27 | 0 | −27 | N | 0 | −27 | 0 | −37 | N | −32 | 0 | 0 | −37 | 0 | −27 | −27 | −27 | 0 | −27 | 0 | −7 | 0 | −27 | −27 | −27 | −27 | 0 | 0 | 0 | −7 | 0 | −27 |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Davenport (L) | −47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Davenport (F) | −47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Davis | −6 | +5 | +5 | +5 | +5 | +5 | N | +5 | −5 | N | 0 | +5 | +5 | −5 | +5 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Davis Junction | +3 | 0 | 0 | 0 | −10 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Day's Siding | +17 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dayton | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cordova (L) | −20 | −47 | −47 | N | −47 | −47 | −10 | −10 | a+35 | +29 | N | +35 | +52 | −11 | N | −21 | −9 | −9 | −9 | +9 | +9 | +9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cordova (F) | −20 | −41 | −41 | N | −41 | −47 | −10 | −10 | a+35 | a+29 | N | +35 | +52 | +6 | N | −17 | −4 | +6 | −7 | +9 | +9 | +9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cortland | −20 | −40 | −40 | N | −44 | −40 | −10 | −10 | −5 | −11 | N | +10 | −5 | c−15 | −4 | N | −15 | −15 | −25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Council Hill | −20 | −30 | −30 | N | N | −30 | −7 | −7 | N | N | N | N | N | N | N | N | N | −105 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coynes | 0 | −25 | −25 | N | −30 | −25 | 0 | 0 | 0 | 0 | N | N | 0 | d−5 | N | +35 | +45 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Creston | −20 | −40 | −40 | N | −44 | −40 | −10 | −10 | +10 | +4 | N | +10 | +10 | −25 | −15 | N | −35 | −25 | −25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crete | N | 0 | N | 0 | N | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 |
| Crown | −20 | −30 | −20 | N | −30 | −20 | −10 | −10 | 0 | −6 | N | N | 0 | N | N | N | +7 | N | −8 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crystal Lake | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +11 | +5 | N | +11 | +11 | −14 | +30 | N | +20 | +30 | −30 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Culton | −5 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | +20 | N | N | +10 | +33 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cumberland | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +6 | 0 | N | +6 | +6 | −19 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daggetts | −20 | N | N | N | N | N | −35 | −35 | +10 | +4 | N | N | +10 | N | N | N | N | N | +4 | N | N | −11 | 0 | N | −25 | N | 0 | 0 | 0 | 0 | −25 | −25 | N |
| Dakota | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +11 | +5 | N | +11 | +11 | 0 | N | +10 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dalzell | −20 | −57 | −37 | N | −57 | −37 | −10 | −10 | +20 | +14 | N | −10 | +20 | −64 | N | N | −74 | −21 | −21 | N | N | N | 0 | 0 | 0 | −27 | 0 | 0 | 0 | 0 | 0 | 0 | −27 |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Davenport (L) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | e+60 | +59 | +60 | +60 | +60 | f+29 | +24 | +15 | +15 | +25 | +25 | +48 | +48 | +48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Davenport (F) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | e+60 | +59 | +60 | +60 | +60 | f+12 | +7 | +15 | +15 | +25 | +25 | +48 | +48 | +48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Davis | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +11 | +5 | N | +11 | +11 | 0 | N | −10 | −10 | 0 | 0 | −1 | −1 | −1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Davis Junction | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +20 | +19 | N | +20 | +20 | 0 | N | −20 | −10 | +30 | +30 | +8 | +8 | +8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Day's Siding | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +30 | +30 | N | +20 | +30 | +30 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dayton | −5 | N | N | N | N | N | −45 | −45 | +20 | +14 | N | N | +20 | N | N | N | N | N | +23 | N | N | −48 | 0 | N | N35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Alpha, Illinois: +88.
b: Does not apply from Springfield, Illinois.
c: From Wilmington Mine, Illinois: −10.
d: From Wilmington Mine, Illinois: +55.
e: From Alpha, Illinois: +95.
f: From Wilmington Mine, Illinois: +25.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Deerfield | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Deer Grove | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Deer Path | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| De Kalb | +38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | b 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delmar | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | 0 | N | 0 | 0 | 0 |
| Denrock | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | +4 | N | N | +4 | N | +4 | N | N | N | N | N | +4 | +4 | N | N | N | N | N |
| Depue (L) | +51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | −27 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Depue (F) | +52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | −27 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diamond Lake | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dimmick | N | N | 0 | 0 | 0 | 0 | 0 | N | N | N | N | 0 | 0 | −10 | 0 | N | N | N | 0 | N | | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Divine | N | 0 | 0 | 0 | 0 | N | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dixon (L) | −32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dixon (F) | −32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Downers Grove | N | N | −32 | N | N | −10 | N | N | N | N | N | −10 | −32 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Drummond | N | 0 | 0 | 0 | 0 | N | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | N | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Duffin | N | N | 0 | −6 | 0 | 0 | N | N | −10 | N | N | 0 | 0 | −10 | N | +4 | +4 | +4 | +4 | N | +4 | +4 | +4 | N | +4 | +4 | +4 | +4 | +4 | +4 | +4 | +4 | +4 |
| Dundee | −6 | 0 | 0 | 0 | N | 0 | 0 | 0 | −17 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 1412 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Deerfield | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | N | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Deer Grove | −20 | N | N | N | N | N | −45 | −45 | +37 | +36 | N | N | +37 | N | N | N | N | N | +59 | N | N | +24 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Deer Path | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | 0 | 0 | 0 | a−5 | N | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| De Kalb | −20 | +40 | +40 | N | +40 | +40 | −10 | −10 | +10 | +4 | N | +10 | +10 | −25 | −4 | −35 | −35 | −25 | −25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delmar | N | N | +15 | N | −30 | +15 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | N | N |
| Denrock | −11 | N | N | N | N | N | −33 | −33 | +46 | +45 | N | N | +46 | N | N | N | N | N | +39 | N | N | +34 | 0 | N | −23 | N | 0 | 0 | 0 | 0 | +23 | −23 | N |
| Depue (L) | −5 | −37 | −37 | N | N | −37 | −10 | −10 | +20 | +14 | +42 | +42 | +42 | a−35 | N | c+40 | +10 | +20 | +50 | +49 | +49 | +49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Depue (F) | −5 | −37 | −37 | N | N | −37 | −10 | −10 | +20 | +14 | +42 | +42 | +42 | a−35 | N | c+40 | +10 | +20 | +50 | +49 | +49 | +49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diamond Lake | 0 | −23 | −23 | N | −23 | −23 | 0 | 0 | 0 | −6 | N | N | 0 | −5 | N | −15 | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dimmick | −5 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | a+20 | N | N | +10 | +40 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Divine | 0 | −27 | −27 | N | −27 | −27 | 0 | 0 | N | N | N | N | N | d+10 | N | −10 | +20 | −10 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dixon (L) | −20 | −44 | −40 | N | −44 | −40 | −10 | −10 | +10 | +4 | N | N | +10 | a+20 | −16 | N | +10 | +20 | −60 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dixon (F) | −20 | −44 | −40 | N | −44 | −40 | −10 | −10 | +10 | +4 | N | N | +10 | a+20 | −16 | N | +10 | +20 | −42 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Downers Grove | 0 | N | N | N | N | N | −32 | −32 | 0 | 0 | N | N | 0 | N | N | N | N | N | 0 | N | N | −27 | 0 | N | −32 | N | 0 | 0 | 0 | 0 | −32 | −32 | N |
| Drummond | −15 | N | N | N | N | N | 0 | 0 | N | N | N | N | N | e+19 | N | N | +57 | +19 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Duffin | −20 | −26 | −26 | N | N | −26 | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dundee | −20 | −25 | −25 | N | −25 | −25 | −5 | −5 | +11 | +5 | N | +11 | +11 | f+30 | +36 | N | +26 | +30 | +30 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: Applies from Wilmington Mine, Illinois, only.
b: Does not apply from Springfield, Illinois.
c: From Marseilles, Illinois: +30.
d: From Wilmington Mine, Illinois.: +30.
e: From Wilmington Mine, Illinois: +67.
f: From Wilmington Mine, Illinois: +36.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dunes Park | −20 | N | N | N | +5 | N | N | N | N | N | N | N | N | N | N | N | N | +5 | N | +5 | N | +5 | N | +5 | +5 | N | N | +5 | +5 | N | +5 | +5 | +5 |
| Durand | −6 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Earlville | N | −22 | −22 | −22 | N | −10 | −22 | −22 | −32 | N | −22 | −10 | −22 | −32 | −22 | −22 | −22 | −22 | −22 | −22 | −22 | −22 | −22 | −27 | −27 | −27 | −22 | 0 | −22 | −22 | −22 | −22 | −27 |
| East Batavia | −33 | 0 | 0 | −22 | 0 | 0 | −9 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | b0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Clinton (L) | N | N | N | +5 | N | N | N | N | N | N | N | N | N | −5 | N | +10 | N | N | +10 | N | +10 | N | N | +10 | N | N | +10 | +10 | N | N | N | N | N |
| East Clinton (F) | N | N | N | +5 | N | N | N | N | N | N | N | N | N | −5 | N | +10 | N | N | +10 | N | +10 | N | N | +10 | N | N | +10 | +10 | N | N | N | N | N |
| East Dubuque (L) | N | −5 | 0 | −5 | 0 | 0 | 0 | 0 | −12 | N | −5 | 0 | 0 | −12 | 0 | 0 | −5 | N | N | N | N | 0 | N | −5 | 0 | N | 0 | 0 | 0 | −5 | 0 | 0 | 0 |
| East Dubuque (F) | N | −5 | 0 | −5 | 0 | 0 | 0 | 0 | −12 | N | −5 | 0 | 0 | −12 | 0 | 0 | −5 | N | N | N | N | 0 | N | −5 | 0 | N | 0 | 0 | 0 | −5 | 0 | 0 | 0 |
| East Joliet | N | 0 | 0 | 0 | 0 | N | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | −10 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | −10 |
| East Moline (L) | −85 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| East Moline (F) | −85 | 0 | 0 | +6 | 0 | 0 | N | 0 | −10 | 0 | 0 | 0 | 0 | −4 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Eddy | N | N | 0 | N | N | 0 | N | N | N | N | N | 0 | 0 | N | N | N | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 |
| Edgetown | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N | N | N | N | N | N | N | N |
| Egan | N | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elburn | −38 | 0 | 0 | −14 | N | −14 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | b0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eldena | N | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | N | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Eldridge Siding | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dunes Park | +5 | −17 | −17 | N | −17 | −17 | +5 | +5 | +5 | −1 | N | +5 | +5 | a−8 | 0 | N | −10 | −5 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Durand | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +11 | +5 | N | +11 | +11 | 0 | N | −10 | −10 | 0 | 0 | −1 | −1 | −1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Earlville | 0 | −52 | −52 | N | −52 | −52 | −27 | −27 | +25 | +24 | N | +10 | +25 | −49 | +48 | N | −59 | −29 | +20 | N | N | −22 | 0 | −22 | −22 | −22 | 0 | 0 | 0 | 0 | −22 | −22 | −22 |
| East Batavia | −15 | − 52 | −35 | N | −39 | −35 | 0 | 0 | +14 | +13 | N | +15 | +14 | c+23 | −5 | N | −15 | −5 | −5 | N | N | −49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Clinton (L) | −20 | N | N | N | N | N | −40 | −40 | d+52 | +51 | N | +52 | +52 | N | N | N | N | N | −15 | N | N | +42 | 0 | 0 | −30 | 0 | 0 | 0 | 0 | 0 | 0 | −30 | N |
| East Clinton (F) | −20 | N | N | N | N | N | −40 | −40 | d+52 | +52 | N | +52 | +52 | N | N | N | N | N | −15 | N | N | +42 | 0 | 0 | −19 | 0 | 0 | 0 | 0 | 0 | 0 | −19 | N |
| East Dubuque (L) | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +31 | +25 | +31 | +31 | +36 | N | N | N | N | +1 | +1 | N | N | −11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Dubuque (F) | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +31 | +25 | +31 | +31 | +36 | N | N | N | N | +1 | +1 | N | N | −6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Joliet | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | e−5 | N | +35 | +45 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Moline (L) | −20 | −47 | −47 | N | −47 | −47 | −10 | −10 | f+55 | +54 | +55 | +55 | +55 | g+20 | N | −10 | +10 | +20 | +20 | +43 | +43 | +43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Moline (F) | −20 | −47 | −47 | N | −47 | −47 | −10 | −10 | f+55 | +54 | +55 | +55 | +55 | g+20 | N | +10 | +10 | +20 | +20 | +43 | +43 | +43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eddy | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | N | N | N | N | −17 | −17 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Edgetown | N | N | +15 | N | −30 | +15 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | N | N |
| Egan | −20 | −30 | −30 | N | N | −30 | −5 | −5 | −8 | −14 | N | −8 | −8 | −15 | N | −25 | −25 | −15 | −15 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elburn | −20 | −40 | −40 | N | −44 | −40 | −10 | −10 | −5 | −11 | N | +10 | −5 | h−15 | −4 | N | −20 | −15 | −15 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eldena | −20 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | g+20 | N | N | +10 | +15 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eldridge Siding | −5 | +15 | +15 | N | N | +15 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Wilmington Mine, Illinois: 0
b: Does not apply from Springfield, Illinois.
c: From Wilmington Mine, Illinois: −5
d: From Alpha, Illinois: +68
e: From Wilmington Mine, Illinois: +55
f: From Alpha, Illinois: +102
g: From Wilmington Mine, Illinois, only
h: From Wilmington Mine, Illinois: −10

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 36 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electric Junction | N | N | N | N | N | N | 0 | N | N | 0 | 0 | N | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eleroy | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Elgin | −17 | 0 | 0 | −7 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Elgin Junction | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | +10 | N | +10 | +10 | N | +10 | +10 | +10 | −7 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Elizabeth (L) | N | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | −19 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elizabeth (F) | N | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | −8 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elmhurst | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elva | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elwood | N | 0 | 0 | 0 | 0 | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eola | N | N | −40 | N | N | −10 | 0 | N | N | N | 0 | −10 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Erie | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | +4 | N | N | +4 | N | +4 | N | N | N | N | N | +4 | +4 | N | N | N | N | N |
| Esmond | N | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Evanston | −17 | 0 | 0 | 0 | 0 | 0 | e−10 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Evarts | N | N | −5 | 0 | 0 | −5 | 0 | N | N | N | 0 | −5 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Exline | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 |
| Fairdale | −17 | 0 | 0 | −7 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Fairview Avenue | N | N | −28 | N | N | −10 | N | N | N | N | N | −10 | −28 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Faithorn | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Fay | −6 | 0 | 0 | −7 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Feehanville | N | 0 | 0 | 0 | −3 | 0 | −3 | −3 | −10 | N | 0 | 0 | 0 | −10 | −3 | −3 | −3 | 0 | 0 | −3 | 0 | 0 | 0 | 0 | −3 | 0 | −3 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electric Junction | 0 | −25 | −25 | N | −30 | −25 | 0 | 0 | N | N | N | N | N | a−5 | N | +15 | +15 | −5 | −20 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eleroy | −20 | −30 | −30 | N | N | −30 | −5 | −5 | N | N | N | N | N | N | N | N | N | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elgin | −20 | −30 | −20 | N | −30 | −20 | −10 | −10 | 0 | −6 | N | 0 | 0 | b+10 | +16 | 0 | +30 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elgin Junction | −14 | −27 | −20 | N | −27 | −20 | 0 | 0 | 0 | −6 | N | N | 0 | N | N | N | −7 | −5 | −12 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elizabeth (L) | −20 | −30 | −30 | N | N | −30 | −7 | −7 | +35 | +29 | N | +35 | +35 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elizabeth (F) | −20 | −30 | −30 | N | N | −30 | −7 | −7 | +35 | +29 | N | +35 | +35 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elmhurst | 0 | −27 | −27 | N | −30 | −27 | 0 | 0 | 0 | −6 | N | 0 | 0 | c−12 | 0 | −15 | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elva | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | −9 | −15 | N | +32 | −9 | −20 | +60 | N | −30 | −7 | −20 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elwood | 0 | N | N | N | N | N | 0 | 0 | N | N | N | N | N | d0 | N | N | +57 | 0 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eola | 0 | −25 | N | N | −30 | −25 | 0 | 0 | 0 | 0 | N | N | 0 | a−5 | N | N | +15 | −5 | 0 | N | N | −22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Erie | −11 | N | N | N | N | N | −27 | −27 | +46 | +45 | N | N | +46 | N | N | N | N | N | +39 | N | N | +34 | 0 | N | −17 | N | 0 | 0 | 0 | 0 | −17 | −17 | N |
| Esmond | −20 | −30 | −30 | N | N | −30 | −5 | −5 | 0 | −6 | N | 0 | 0 | −15 | N | −25 | −25 | −15 | −15 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Evanston | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | −6 | N | −23 | 0 | +10 | 0 | −10 | 0 | +10 | 0 | −23 | −23 | −23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Evarts | −35 | −47 | −30 | N | N | −30 | −5 | −5 | +20 | +14 | N | N | +20 | f−15 | N | N | −25 | +30 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exline | −5 | +15 | +15 | N | N | +15 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fairdale | −20 | +20 | +20 | N | +37 | +20 | −10 | −10 | 0 | −6 | N | 0 | 0 | +10 | N | 0 | 0 | +10 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fairview Avenue | 0 | N | N | N | N | N | −28 | −28 | 0 | 0 | N | N | 0 | N | N | N | N | N | 0 | N | N | −27 | 0 | N | −28 | N | 0 | 0 | 0 | 0 | −28 | −28 | N |
| Faithorn | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Fay | −20 | −30 | −20 | N | −30 | −20 | −10 | −10 | +11 | +5 | N | +11 | +11 | −7 | N | −17 | −17 | −7 | −7 | +9 | +9 | +9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feehanville | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | −3 | 0 | −29 | −8 | N | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Wilmington Mine, Illinois: +25.
b: From Wilmington Mine, Illinois: +40.
c: From Wilmington Mine, Illinois: −5.
d: From Wilmington Mine, Illinois: +67.
e: From Pinckneyville, Ill.: 0.
f: From Wilmington Mine, Illinois, only.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |  | 30 | 30 |
| *Destination* |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Illinois: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Fenton | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | +4 | N | N | +4 | N | +4 | N | N | N | N | N | +4 | +4 | N | N | N | N | N |
| Fitchmoor | +3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −27 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Five Points | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Flagg (L) | −38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | b 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Flagg (F) | −38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | b 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Flag Center | +3 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Florence | −6 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Flossmoor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Forreston | +3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ft. Sheridan | −17 | N | 0 | N | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Fox | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Fox Lake | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fox River Grove | −6 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Frankfort | N | 0 | 0 | 0 | 0 | N | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Franklin Grove (L) | −38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Franklin Grove (F) | −38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Freeport | +3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Frontenac | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Illinois: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Fenton | −20 | N | N | N | N | N | −33 | −33 | a+46 | +45 | N | N | +46 | N | N | N | N | N | 0 | N | N | +34 | 0 | N | −23 | N | 0 | 0 | 0 | 0 | −23 | −23 | N |
| Fitchmoor | −20 | −57 | −37 | N | N | −37 | −10 | −10 | −4 | −10 | N | +20 | +20 | −25 | N | +10 | −35 | +20 | +20 | +8 | +8 | +8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Five Points | −20 | +20 | N | N | N | +20 | −5 | −5 | N | N | N | N | 0 | −15 | N | −25 | −25 | −15 | −15 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Flagg (L) | −20 | −40 | −40 | N | −44 | −40 | −10 | −10 | +10 | +4 | N | +10 | +10 | c−49 | −16 | N | −35 | −25 | −25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Flagg (F) | −20 | −40 | −40 | N | −44 | −40 | −10 | −10 | +10 | +4 | N | +10 | +10 | c−22 | −16 | N | −35 | −22 | −25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Flag Center | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +20 | +19 | N | +20 | +20 | −15 | N | +20 | −25 | +30 | +30 | +8 | +8 | +8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Florence | −20 | −13 | −13 | N | −13 | −13 | −5 | −5 | +11 | +5 | N | +11 | +11 | +7 | N | −3 | −3 | +7 | +7 | −1 | −1 | −1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Flossmoor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | d0 | 0 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Forreston | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +20 | +14 | N | +20 | +20 | +30 | N | +20 | +20 | +30 | +30 | +8 | +8 | +8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fort Sheridan | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | −5 | −5 | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fox | −20 | N | N | N | N | N | −45 | −45 | +19 | +13 | N | N | +19 | N | N | N | N | N | +3 | N | N | −45 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Fox Lake | −20 | −22 | −22 | N | −22 | −22 | −5 | −5 | 0 | −6 | N | 0 | 0 | +22 | N | +12 | +12 | +22 | +22 | +5 | +5 | +5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fox River Grove | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +11 | +5 | N | +11 | +11 | e−14 | −30 | N | +20 | +30 | +30 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Frankfort | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | +10 | N | 0 | 0 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Franklin Grove (L) | −20 | −40 | −40 | N | −44 | −40 | −10 | −10 | +10 | +4 | N | +10 | +10 | c−49 | −16 | N | −35 | −25 | −25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Franklin Grove (F) | −20 | −40 | −40 | N | −44 | −40 | −10 | −10 | +10 | +4 | N | +10 | +10 | c−32 | −16 | N | −35 | −25 | −25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Freeport | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +20 | +14 | N | +20 | +20 | +30 | +30 | +20 | +20 | +30 | +30 | +8 | +8 | +8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Frontenac | 0 | −25 | −25 | N | −35 | −25 | 0 | 0 | 0 | 0 | N | N | 0 | f−5 | N | +15 | +15 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Alpha, Illinois: +54.
b: Does not apply from Springfield, Illinois.
c: From Wilmington Mine, Illinois: −25.
d: From Wilmington Mine, Illinois: +10.
e: From Wilmington Mine, Illinois: +30.
f: From Wilmington Mine, Illinois: +25.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fulton (L) | +50 | 0 | 0 | 0 | +5 | 0 | 0 | +5 | −10 | N | +5 | 0 | 0 | −10 | +5 | +10 | +10 | +10 | +10 | +10 | +10 | +15 | +10 | +15 | +10 | +15 | +10 | +10 | +15 | +10 | +15 | +15 | +15 |
| Fulton (F) | +50 | 0 | 0 | 0 | +5 | 0 | 0 | +11 | −10 | N | +5 | 0 | 0 | −10 | +11 | +10 | +10 | +10 | +10 | +10 | +10 | +15 | +10 | +15 | +10 | +15 | +10 | +10 | +15 | +10 | +15 | +15 | +15 |
| Galina (L) | −57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −15 | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | −79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Galina (F) | −57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −15 | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | −79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Galina Junction (L) | N | 0 | −16 | 0 | 0 | −10 | N | 0 | −15 | N | −19 | −10 | −16 | −10 | 0 | 0 | −19 | −19 | 0 | N | 0 | −19 | −19 | 0 | N | −19 | 0 | 0 | −19 | −19 | −19 | −19 | −19 |
| Galina Junction (F) | N | 0 | −16 | 0 | 0 | −10 | N | 0 | −15 | N | −8 | −10 | −16 | −10 | 0 | 0 | −8 | −8 | 0 | N | 0 | −8 | −8 | 0 | N | −8 | 0 | 0 | −8 | −8 | −8 | −8 | −8 |
| Galt (L) | −11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Galt (F) | −11 | 0 | 0 | 0 | 0 | 0 | 0 | +6 | −10 | N | 0 | 0 | 0 | −10 | +6 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Garden Plain | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | +4 | N | N | +4 | N | +4 | N | N | N | N | N | +4 | +4 | N | N | N | N | N |
| Garden Prairie | −11 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +17 | 0 | 0 | +17 | 0 | +17 | 0 | 0 | 0 | 0 | +17 | +17 | +17 | 0 | 0 | 0 | 0 | +17 |
| Geneva | −38 | 0 | 0 | −14 | N | −14 | −5 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Geneva Junction | N | N | 0 | N | 0 | N | N | N | N | N | 0 | 0 | 0 | N | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Genoa | −17 | 0 | 0 | −7 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | −7 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| German Valley | −27 | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gilberts | −11 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +17 | 0 | 0 | +17 | 0 | +17 | 0 | 0 | 0 | 0 | +17 | +17 | +17 | 0 | 0 | 0 | 0 | +17 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fulton (L) | −20 | −41 | −41 | N | −41 | −41 | −10 | −10 | a+52 | +51 | N | +52 | +52 | −11 | −11 | −21 | −21 | −11 | −11 | +9 | +9 | +40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fulton (F) | −20 | −37 | −37 | N | −37 | −37 | −10 | −10 | a+52 | +51 | N | +52 | +52 | +6 | +6 | −4 | −4 | +6 | +6 | +9 | +9 | +40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Galina (L) | −20 | −30 | −30 | N | −92 | −30 | −7 | −7 | +30 | +24 | N | −40 | +30 | −54 | −54 | N | −64 | −5 | −5 | N | N | −12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Galina (F) | −20 | −30 | −30 | N | −92 | −30 | −7 | −7 | +30 | +24 | N | −40 | +30 | −54 | −54 | N | −64 | −5 | −5 | N | N | +6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Galina Junction (L) | −20 | −49 | −49 | N | N | −49 | −24 | −24 | +30 | +24 | N | +11 | +30 | −19 | N | −29 | −29 | −19 | −5 | N | N | −11 | 0 | −19 | −16 | N | 0 | 0 | 0 | 0 | −16 | −16 | −19 |
| Galina Junction (F) | −20 | −38 | −38 | N | N | −38 | −13 | −13 | +30 | +24 | N | +22 | +30 | −8 | N | −18 | −18 | −8 | −5 | N | N | +3 | 0 | −8 | −16 | N | 0 | 0 | 0 | 0 | −8 | −16 | −8 |
| Galt (L) | −20 | −41 | −41 | N | −47 | −41 | −10 | −10 | +6 | 0 | N | +52 | +6 | b−24 | +4 | N | −48 | −9 | −48 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Galt (F) | −20 | −37 | −37 | N | −47 | −37 | −10 | −10 | +6 | 0 | N | +52 | +6 | b−7 | +4 | N | −48 | −7 | −48 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Garden Plain | −20 | N | N | N | N | N | −33 | −33 | c+46 | +45 | N | N | +46 | N | N | N | N | N | N | N | N | +34 | 0 | 0 | −23 | N | 0 | 0 | 0 | 0 | 0 | −23 | N |
| Garden Prairie | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +7 | +1 | N | +6 | +7 | d+17 | +17 | N | +32 | +17 | +17 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Geneva | −30 | −40 | −40 | N | −44 | −40 | −10 | −10 | −5 | −11 | N | +10 | −5 | e−15 | −4 | N | −20 | −10 | −10 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Geneva Junction | −20 | −27 | −27 | N | −30 | −27 | N | N | 0 | −6 | N | N | 0 | −5 | N | N | −15 | −5 | −5 | N | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Genoa | −20 | −30 | −20 | N | −30 | −20 | −10 | −10 | 0 | −6 | N | 0 | 0 | f+10 | N | 0 | 0 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| German Valley | −20 | −30 | −30 | N | N | −30 | −5 | −5 | −8 | −14 | N | −8 | −8 | −15 | N | −25 | −25 | −15 | −15 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gilberts | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +7 | +1 | N | +6 | +7 | d+17 | +17 | N | +32 | +17 | +17 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Alpha, Illinois: +68.
b: From Wilmington Mine, Illinois: −38.
c: From Alpha, Illinois: +62.
d: From Wilmington Mine, Illinois: +42.
e: From Wilmington Mine, Illinois: −10.
f: From Wilmington Mine, Illinois: −5.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gilmer | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glencoe | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glen Ellyn | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glen Oak | N | N | 0 | N | 0 | N | N | N | N | N | 0 | 0 | 0 | N | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glenwood Park | N | N | −4 | N | −4 | N | N | N | N | N | −4 | −4 | −4 | N | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glenview | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Golf | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Goodenow | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | N | N | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 |
| Goose Lake | N | 0 | 0 | N | 0 | N | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | N | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grant Park | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | N | N | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 |
| Grays Lake | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Great Lakes | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Greenhouse Siding | N | N | 0 | N | N | N | N | N | N | N | N | 0 | 0 | N | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | −15 | 0 | 0 | 0 | 0 | 0 | 0 | −15 |
| Green Oak | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −4 | N | N | N | N | N |
| Gretna | N | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gurnee | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hahnaman | N | 0 | 0 | −10 | 0 | 0 | −10 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | −14 | 0 | 0 | 0 | 0 | N | 0 | 0 |
| Haldane | N | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Hammonds | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Hampshire | −17 | 0 | 0 | −7 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gilmer | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | −5 | N | −15 | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glencoe | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | −6 | N | 0 | 0 | a 0 | 0 | N | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glen Ellyn | 0 | −27 | −27 | N | −30 | −27 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | N | N | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glen Oak | 0 | −27 | −27 | N | −30 | −27 | 0 | 0 | 0 | −6 | N | N | 0 | −5 | N | N | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glenwood Park | −20 | −34 | −30 | N | −40 | −30 | −14 | −14 | −2 | −8 | N | N | −2 | N | N | N | −15 | N | −22 | N | N | N | 0 | −4 | −4 | −4 | 0 | 0 | 0 | 0 | −4 | −4 | −4 |
| Glenview | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | −6 | −13 | −13 | 0 | +10 | N | −10 | 0 | +10 | 0 | −13 | −13 | −13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Golf | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | −6 | N | −13 | 0 | +10 | N | −10 | 0 | +10 | 0 | −13 | −13 | −13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Goodenow | N | +10 | N | 0 | N | +10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 |
| Goose Lake | N | N | −27 | N | −27 | −27 | N | 0 | 0 | 0 | N | N | 0 | b−10 | N | −10 | −25 | −10 | 0 | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 | 0 | 0 |
| Grant Park | N | +10 | N | 0 | N | +10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grays Lake | −20 | −22 | −22 | N | −22 | −22 | −5 | −5 | 0 | −6 | N | 0 | 0 | +22 | N | +11 | +11 | +22 | +22 | +5 | +5 | +5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Great Lakes | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | −5 | N | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Greenhouse Siding | 0 | −22 | −22 | N | −37 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | −5 | N | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Green Oak | −20 | N | N | N | N | N | −45 | −45 | c+38 | +32 | N | N | +38 | N | N | N | N | N | +50 | N | N | −27 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | +35 | −35 | N |
| Gretna | 0 | −27 | −27 | N | N | −27 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | N | −15 | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gurnee | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +5 | N | −5 | −5 | +5 | +5 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hahnaman | −20 | −57 | −57 | N | −57 | −57 | −10 | −10 | −15 | −21 | N | +27 | −15 | −47 | −47 | N | −57 | −47 | −47 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Haldane | −30 | −47 | N | N | N | −47 | −5 | −5 | N | N | N | N | N | +30 | N | N | +20 | +30 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hammonds | −20 | −27 | −20 | N | −27 | −20 | −5 | −5 | 0 | −6 | N | 0 | 0 | d+10 | N | 0 | +30 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hampshire | −20 | −30 | −20 | N | −30 | −20 | −10 | −10 | 0 | −6 | N | 0 | 0 | +10 | N | 0 | 0 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

a: From Wilmington Mine, Illinois: +10.
b: From Wilmington Mine, Illinois: +30.
c: From Alpha, Illinois: +65.
d: From Wilmington Mine, Illinois: +40.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hampton (L) | −22 | 0 | 0 | −11 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Hampton (F) | −22 | 0 | 0 | −11 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Harmon | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | N | N | N |
| Harmswoods | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | −13 | N | −13 | 0 | N | 0 | −13 | 0 | N | N | −13 | −13 | −13 | 0 | 0 | −13 | 0 | −13 |
| Harper | +4 | +10 | 0 | +10 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | 0 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Hart | N | N | 0 | −7 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −17 | 0 | N | N | +10 | +10 | N | +10 | +10 | +10 | −7 | +10 | N | N | +10 | +10 | +10 | +10 | +10 | +10 |
| Hartland | −6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | +5 | 0 | 0 | 0 | 0 | 0 | 0 | +5 |
| Harvard | −6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hazelhurst | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Hebron | −14 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hebron Tower | −17 | 0 | 0 | 0 | N | 0 | N | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hegeler | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Henkel | N | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | N | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Henrietta | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Herbert | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hickory Grove (L) | +18 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hickory Grove (F) | +1 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| High Lake | N | N | 0 | 0 | 0 | N | N | N | N | N | 0 | 0 | 0 | −10 | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Highland Lake | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Highland Park | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hampton (L) | −20 | −42 | −42 | N | −42 | −42 | −10 | −10 | a+35 | +29 | N | +35 | +52 | −11 | N | −21 | −21 | −11 | −11 | +9 | +9 | +9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hampton (F) | −20 | −36 | −36 | N | −36 | −36 | −10 | −10 | a+35 | +29 | N | +35 | +52 | −7 | N | −17 | −17 | −7 | −7 | +9 | +9 | +9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Harmon | −20 | N | N | N | N | N | −45 | −45 | b+29 | +28 | N | N | +29 | N | N | N | N | N | +11 | N | N | −32 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Harmswoods | 0 | −35 | −35 | N | −35 | −35 | 0 | 0 | −7 | −13 | −7 | −7 | −7 | −18 | N | −28 | −28 | 0 | −18 | −13 | −13 | −13 | −13 | −13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Harper | −20 | −20 | −20 | N | −20 | −20 | −10 | −10 | +21 | +15 | N | +21 | +21 | 0 | N | +10 | +10 | 0 | +45 | +9 | +9 | +9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hart | −25 | −37 | −37 | N | N | −37 | −10 | −10 | N | N | N | N | N | −5 | N | N | −15 | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hartland | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +11 | +5 | N | +11 | +11 | +30 | +30 | N | +20 | +30 | +30 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Harvard | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +11 | +5 | N | +11 | +11 | +30 | +30 | N | +20 | +30 | +30 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hazelhurst | −20 | N | N | N | N | N | −45 | −45 | +15 | +9 | N | N | +15 | N | N | N | N | N | +15 | N | N | −34 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Hebron | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | −2 | −8 | N | −2 | +3 | 0 | 0 | N | +12 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hebron Tower | −20 | −22 | −22 | N | −22 | −22 | −5 | −5 | 0 | −6 | N | 0 | 0 | +22 | N | +12 | +12 | +22 | +22 | +5 | +5 | +5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hegeler | −5 | N | N | N | N | N | −45 | −45 | +35 | +29 | N | N | +35 | N | N | N | N | N | +43 | N | N | −40 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Henkel | −20 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | c+20 | N | N | +10 | +26 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Henrietta | −20 | −47 | −30 | N | −30 | −30 | −5 | −5 | +20 | +14 | N | +20 | +20 | d−22 | 0 | N | −25 | −15 | −15 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Herbert | −20 | −47 | −30 | N | −30 | −30 | −5 | −5 | +20 | +14 | N | +20 | +20 | d−22 | 0 | N | −25 | −15 | −15 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hickory Grove (L) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +35 | +29 | N | +35 | +35 | 0 | N | −10 | −10 | 0 | 0 | +23 | +23 | +23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hickory Grove (F) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +31 | +25 | N | +35 | +31 | 0 | N | −10 | −10 | 0 | 0 | +23 | +23 | +23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| High Lake | 0 | −22 | −22 | N | −30 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | c−5 | N | N | −15 | N | −5 | N | N | N | −9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Highland Lake | −20 | −22 | −22 | N | −22 | −22 | −5 | −5 | 0 | −6 | N | 0 | 0 | +22 | N | +12 | +12 | +22 | +22 | +5 | +5 | +5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Highland Park | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | −5 | N | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Alpha, Illinois: +95.
b: From Alpha, Illinois: +64.
c: Applies from Wilmington Mine, Illinois, only.
d: From Wilmington Mine, Illinois: +15.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Highmoor | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Highwood | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hillsdale | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | +4 | N | N | +4 | N | +4 | N | N | N | N | N | +4 | +4 | N | N | N | N | N |
| Hillside | +13 | N | 0 | −9 | 0 | 0 | 0 | 0 | −10 | N | −9 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | −9 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Hinckley | N | N | N | N | N | −5 | N | N | N | N | N | −5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Hinsdale | N | N | −28 | N | N | −10 | N | N | N | N | N | −10 | −28 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Holcomb | +3 | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Honey Creek | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Horse Creek | N | N | N | N | 0 | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | N | 0 | N | 0 | N | N | N | N | 0 | 0 | 0 | N | N | N | N | 0 |
| Howe | +3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hubbard Woods | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −13 | 0 | −13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Huntley | −11 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +17 | 0 | 0 | +17 | 0 | +17 | 0 | 0 | 0 | 0 | +17 | +17 | +17 | 0 | 0 | 0 | 0 | +17 |
| Illinoi | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | 0 | N | 0 | 0 | 0 |
| Indian Oaks | N | N | 0 | 0 | 0 | 0 | 0 | N | N | N | N | 0 | 0 | −10 | 0 | N | N | N | 0 | N | 0 | N | 0 | 0 | 0 | N | N | N | 0 | 0 | N | 0 | 0 |
| Ingalton | N | 0 | 0 | −15 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ingleside | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Iowana (L) | +78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Iowana (F) | +78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Irene | N | N | 0 | −7 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −17 | 0 | N | N | +10 | +10 | N | +10 | +10 | +10 | −7 | +10 | N | N | N | +10 | +10 | +10 | +10 | +10 |
| Itasca | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 45 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Highmoor | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | 0 | 0 | 0 | a −5 | N | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Highwood | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | −5 | N | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hillsdale | −11 | N | N | N | N | N | +7 | +7 | b+47 | +46 | N | N | +47 | N | N | N | N | N | +39 | N | N | +35 | 0 | N | −17 | N | 0 | 0 | 0 | 0 | −17 | −17 | N |
| Hillside | 0 | −27 | −27 | N | N | −27 | 0 | 0 | N | N | N | N | N | N | N | N | N | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hinckley | −15 | N | N | N | N | N | −45 | −45 | +20 | +19 | N | N | +20 | N | N | N | N | N | −55 | N | N | −23 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Hinsdale | 0 | N | N | N | N | N | −28 | −28 | 0 | 0 | N | N | 0 | N | N | N | N | N | −60 | N | N | −22 | 0 | N | −28 | N | 0 | 0 | 0 | 0 | −28 | −28 | N |
| Holcomb | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +20 | +19 | N | +20 | +20 | −15 | N | +20 | −15 | +30 | +30 | +8 | +8 | +8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Honey Creek | −30 | N | N | N | N | N | −45 | −45 | +17 | +11 | N | N | +17 | N | N | N | N | N | −5 | N | N | −44 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Horse Creek | 0 | N | N | N | 0 | 0 | 0 | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Howe | −5 | −37 | −37 | N | N | −37 | −10 | −10 | −4 | −10 | N | +20 | +20 | a−35 | N | N | −45 | +20 | N | +8 | +8 | +8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hubbard Woods | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | −6 | N | 0 | 0 | c0 | −18 | N | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Huntley | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +7 | +1 | N | +6 | +7 | d+17 | +17 | N | +32 | +17 | +17 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Illinois | N | N | +15 | N | −30 | +15 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N | N | 0 | N | N |
| Indian Oaks | 0 | N | N | N | N | N | 0 | 0 | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ingalton | 0 | −27 | −27 | N | −30 | −27 | 0 | 0 | 0 | 0 | N | 0 | 0 | e −5 | N | −15 | +45 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ingleside | −20 | −22 | −22 | N | −22 | −22 | −5 | −5 | 0 | −6 | N | 0 | 0 | +22 | N | +12 | +12 | +22 | +22 | +5 | +5 | +5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Iowana (L) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | f +60 | +54 | +60 | +35 | +60 | a+25 | −24 | +15 | +15 | +25 | +25 | +48 | +48 | +48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iowana (F) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | f +60 | +54 | +60 | +35 | +60 | a+25 | −7 | +15 | +15 | +25 | +25 | +48 | +48 | +48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Irene | −25 | −37 | −37 | N | N | −37 | −10 | −10 | N | N | N | N | N | −5 | N | N | −15 | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Itasca | 0 | −27 | −20 | N | −27 | −20 | 0 | 0 | 0 | −6 | N | 0 | 0 | +10 | N | 0 | 0 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: Applies from Wilmington Mine, Illinois, only.
b: From Alpha, Illinois: +94.
c: From Wilmington Mine, Illinois: +10.
d: From Wilmington Mine, Illinois: +42.
e: From Wilmington Mine, Illinois: +25.
f: From Alpha, Illinois: +95.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Joliet | +12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Joslin | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | +4 | N | N | +4 | N | +4 | N | N | N | N | N | +4 | +4 | N | N | N | N | N |
| Judy | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Kankakee | N | N | 0 | 0 | 0 | 0 | −5 | N | N | N | 0 | 0 | 0 | −10 | −5 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kasbeer | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Kenilworth | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kent | N | 0 | N | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | N | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kings | +3 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kingston | −17 | 0 | 0 | −7 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Kirkland | −17 | 0 | 0 | −7 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Knollwood | N | N | 0 | N | N | 0 | 0 | N | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N |
| Ladd | +3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | −27 | 0 | 0 | 0 | −27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Joliet | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | a+12 | N | b+35 | +45 | +12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Joslin | −11 | N | N | N | N | N | −27 | −27 | c+49 | +48 | N | N | +49 | N | N | N | N | N | +34 | N | N | +34 | 0 | N | −17 | N | 0 | 0 | 0 | 0 | −17 | −17 | N |
| Judy | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Kankakee | 0 | +15 | +15 | +15 | N | +15 | 0 | 0 | −5 | −11 | N | N | −5 | d+7 | N | N | −15 | +7 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kasbeer | −20 | N | N | N | N | N | −45 | −45 | e+47 | +41 | N | N | +47 | N | N | N | N | N | +54 | N | N | −21 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Kenilworth | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | −6 | N | 0 | 0 | f0 | 0 | N | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kent | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +26 | +20 | N | +26 | +26 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kings | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +20 | +19 | N | +20 | +20 | −15 | N | +20 | −25 | +30 | +30 | +8 | +8 | +8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kingston | −20 | −30 | −20 | N | −30 | −20 | −10 | −10 | 0 | −6 | N | 0 | 0 | +10 | N | 0 | 0 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kirkland | −20 | −20 | −20 | N | −37 | −20 | −10 | −10 | 0 | −6 | N | 0 | 0 | +10 | N | 0 | 0 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Knollwood | −20 | −22 | −22 | N | −22 | −22 | −5 | −5 | 0 | −8 | N | N | 0 | g+7 | N | +12 | −3 | +22 | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ladd | −5 | −37 | −37 | N | −57 | −37 | −10 | −10 | h+35 | +29 | N | +20 | +35 | −64 | +55 | N | −45 | +20 | +43 | +8 | +8 | +8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

a: From Wilmington Mine, Illinois: +55.
b: From Marseilles, Ill. From Ottawa: +28.
c: From Alpha, Illinois: +94.
d: From Wilmington Mine, Illinois: −5.
e: From Alpha, Illinois: +74.
f: From Wilmington Mine, Illinois: +10.
g: From Wilmington Mine, Illinois, only.
h: From Alpha, Illinois: +65.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago Freight Differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| La Fox | −38 | 0 | 0 | −14 | N | −14 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | a0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Bluff | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Forest | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Villa | N | 0 | 0 | 0 | N | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Zurich | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| La Moille | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | N | N | N |
| Lanark | −6 | 0 | 0 | −7 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Langham | +18 | 0 | 0 | N | N | 0 | N | N | −10 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | N | 0 | N | 0 | 0 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Langley | N | N | 0 | −10 | 0 | 0 | N | N | N | N | 0 | 0 | 0 | −20 | N | N | N | N | N | 0 | N | N | 0 | 0 | 0 | −14 | N | 0 | 0 | 0 | N | 0 | 0 |
| La Salle | +44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| La Salle Jct | N | N | N | −27 | N | N | −27 | N | −37 | N | −27 | N | −27 | −37 | −27 | −27 | −27 | −27 | 0 | −27 | 0 | −27 | −27 | −27 | −27 | −27 | −27 | 0 | −27 | −27 | −27 | −27 | −27 |
| Latham Park | −6 | 0 | 0 | 0 | −23 | 0 | N | 0 | −33 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lawrence | −6 | 0 | 0 | −27 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Leaf River | +4 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Le Claire (L) | +63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Le Claire (F) | +63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lee | N | N | N | N | N | −5 | N | N | N | N | N | −5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Leithton | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Leland | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Lemont | N | 0 | 0 | 0 | 0 | N | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| La Fox | −20 | −40 | −40 | N | −44 | −40 | −10 | −10 | −5 | −11 | N | +10 | −5 | b−15 | −4 | N | −20 | −15 | −25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Bluff | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | −5 | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Forest | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | −5 | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Villa | −20 | −22 | −22 | N | −22 | −22 | 0 | 0 | +13 | +7 | N | N | +13 | +28 | N | +18 | +18 | +28 | +28 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Zurich | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | −5 | N | −15 | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| La Moille | −20 | N | N | N | N | N | −45 | −45 | c+39 | +38 | N | N | +39 | N | N | N | N | N | +17 | N | N | −23 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Lanark | −20 | −30 | −20 | N | −30 | −20 | −10 | −10 | +11 | +5 | N | +11 | +11 | −7 | N | −17 | −17 | −7 | −7 | +9 | +9 | +9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Langham | −5 | N | N | N | N | N | −10 | −10 | +6 | 0 | 0 | 0 | +6 | +25 | N | d+52 | +10 | +20 | +35 | +16 | +16 | +16 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Langley | −20 | −57 | −57 | N | −57 | −57 | −10 | −10 | −15 | −21 | N | +27 | −15 | −47 | −47 | N | −57 | −47 | −47 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| La Salle | −5 | −37 | −37 | N | N | −37 | −5 | −5 | +35 | +29 | +35 | +35 | +35 | +15 | N | +40 | +10 | +40 | N | +37 | +37 | +37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| La Salle Jct | −20 | −57 | −37 | N | −57 | −37 | −32 | −32 | +20 | +14 | N | −10 | +20 | −64 | N | N | −74 | −64 | −21 | N | N | N | 0 | 0 | −27 | −27 | 0 | 0 | 0 | 0 | 0 | −27 | −27 |
| Latham Park | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +17 | +11 | N | +11 | +21 | +22 | N | +12 | +12 | +22 | +22 | +5 | +5 | +5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lawrence | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +11 | +5 | N | +11 | +11 | +30 | +30 | N | +20 | +30 | +30 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Leaf River | −20 | −15 | −15 | N | −15 | −15 | −10 | −10 | +21 | +15 | N | +21 | +21 | 0 | N | −10 | −10 | 0 | +45 | +9 | +9 | +9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Le Claire (L) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | e+52 | +51 | +52 | +35 | +52 | −29 | −29 | N | −39 | −29 | −29 | −6 | −6 | +40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Le Claire (F) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | e+52 | +51 | +52 | +35 | +52 | −12 | −12 | N | −22 | −12 | −12 | +11 | +11 | +40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lee | −15 | N | N | N | N | N | −45 | −45 | +20 | +19 | N | N | +20 | N | N | N | N | N | +5 | N | N | −23 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Leithton | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | N | −15 | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Leland | 0 | N | N | N | N | N | −40 | −40 | +25 | +24 | N | N | +25 | N | N | N | N | −45 | +3 | N | N | −22 | 0 | N | −30 | N | 0 | 0 | 0 | 0 | −30 | −30 | N |
| Lemont | 0 | 0 | 0 | N | N | 0 | 0 | 0 | N | N | N | N | N | f0 | N | N | +45 | 0 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: Does not apply from Springfield, Illinois.
b: From Wilmington Mine, Illinois, −10.
c: From Alpha, Illinois: +74.
d: From Marseilles. From Ottowa: +40.
e: From Alpha, Illinois: +75.
f: From Wilmington Mine, Illinois: +55.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lena | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Liberty Lake | N | N | 0 | N | N | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 |
| Libertyville | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lilly Lake | N | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lincoln Fields | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | N | N | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 |
| Lindenwood | N | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lisle | N | N | −32 | N | N | −10 | N | N | N | N | N | −10 | −32 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Lockport | N | 0 | 0 | 0 | 0 | N | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lombard | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Long Lake | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lorenzo | N | 0 | 0 | 0 | 0 | N | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lovells Crossing | N | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lydon | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | −10 | N | N | N | 0 | N | N | N | N | N |
| McConnell | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| McGirr | N | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McHenry | −8 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McQueen | −17 | 0 | 0 | −7 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Main St. (Evanston) | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Malden | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Malta | −38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | e0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lena | −20 | −30 | −30 | N | N | −30 | −5 | −5 | N | N | N | N | N | N | N | N | N | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Liberty Lake | −20 | −22 | −22 | N | −22 | −22 | −5 | −5 | 0 | −6 | N | N | 0 | +7 | N | +12 | −3 | +22 | +22 | +5 | +5 | +5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Libertyville | −20 | −22 | −22 | N | −22 | −22 | −5 | −5 | 0 | −6 | N | 0 | 0 | +22 | N | +12 | +12 | +22 | +22 | +5 | +5 | +5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lilly Lake | −20 | −35 | −35 | N | N | −35 | −10 | −10 | −5 | −11 | N | −5 | −5 | −20 | N | −30 | −30 | −20 | −20 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lincoln Fields | N | 0 | N | 0 | N | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | N | 0 | N | 0 | 0 |
| Lindenwood | −20 | −30 | −30 | N | N | −30 | −5 | −5 | 0 | −6 | N | 0 | 0 | −15 | N | −25 | −25 | −15 | −15 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lisle | 0 | N | N | N | N | N | −32 | −32 | 0 | 0 | N | N | 0 | N | N | N | N | N | 0 | N | N | −22 | 0 | N | −32 | N | 0 | 0 | 0 | 0 | −32 | −32 | N |
| Lockport | 0 | 0 | 0 | N | N | 0 | 0 | 0 | N | N | N | N | N | a 0 | N | N | +45 | 0 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lombard | 0 | −27 | −27 | N | −30 | −27 | 0 | 0 | 0 | −6 | N | 0 | 0 | b−5 | 0 | −15 | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Long Lake | −20 | −22 | −22 | N | −22 | −22 | −5 | −5 | 0 | −6 | N | 0 | 0 | +22 | N | +12 | +12 | +22 | +22 | +5 | +5 | +5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lorenzo | −15 | N | N | N | N | N | 0 | 0 | N | N | N | N | N | c+9 | N | N | +57 | +9 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lovells Crossing | −20 | −35 | −35 | N | N | −35 | 0 | 0 | N | N | N | −5 | N | −20 | N | −30 | −30 | −20 | −20 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lydon | −11 | N | N | N | N | N | −33 | −33 | +46 | +40 | N | N | +46 | N | N | N | N | N | +2 | N | N | −26 | 0 | N | −23 | N | 0 | 0 | 0 | 0 | −23 | −23 | N |
| McConnell | −20 | −30 | −30 | N | N | −30 | −5 | −5 | N | N | N | N | N | N | N | N | N | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McGirr | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | −9 | −15 | N | +32 | −9 | −25 | +60 | N | −35 | −7 | −25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McHenry | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +9 | +3 | N | +9 | +9 | +9 | +9 | N | 1 | +9 | +9 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| McQueen | −20 | −30 | −20 | N | −30 | −20 | −10 | −10 | 0 | −6 | N | 0 | 0 | +10 | N | 0 | +10 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Main St. (Evanston) | 0 | 0 | 0 | N | 0 | 0 | −10 | −10 | 0 | −6 | N | 0 | 0 | +10 | 0 | −10 | 0 | +10 | 0 | −23 | −23 | −23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Malden | −5 | N | N | N | N | N | −45 | −45 | d+35 | +34 | N | N | +35 | N | N | N | N | N | +11 | N | N | −27 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Malta | −20 | −40 | −40 | N | −44 | −40 | −10 | −10 | +10 | +4 | N | −10 | +10 | −25 | −15 | N | −35 | −25 | −25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

a: From Wilmington Mine, Illinois: +55.
b: From Wilmington Mine, Illinois, only.
c: From Wilmington Mine, Illinois: +67.
d: From Alpha, Illinois: +65.
e: Does not apply from Springfield, Illinois.

### *Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 |
| *Destination* | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | |
| Manhattan | N | N | N | N | 0 | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 |
| Manlius | N | 0 | 0 | −10 | 0 | 0 | −10 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 |
| Manteno | N | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 |
| Manteno Hospital | N | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 |
| Maple Park | −38 | 0 | 0 | −14 | N | −14 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 |
| Marcus (L) | N | N | −16 | N | 0 | −10 | N | N | −15 | N | N | −10 | −16 | −15 | N |
| Marcus (F) | N | N | −16 | N | 0 | −10 | N | N | −15 | N | N | −10 | −16 | −15 | N |
| Marengo | −11 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 |
| Marquette | +51 | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 |
| Marseilles | +25 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 |
| Matteson | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 |
| Medinah | −17 | N | N | N | 0 | N | N | N | N | N | N | N | N | N | N |
| Melody | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 |

| Mine origin group No. | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | |
| Manhattan | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Manlius | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | −14 | 0 | 0 | 0 | 0 | N | 0 | 0 |
| Manteno | N | N | N | 0 | N | 0 | N | 0 | 0 | 0 | N | N | N | 0 | 0 | N | 0 | 0 |
| Manteno Hospital | N | N | N | 0 | N | 0 | N | 0 | 0 | 0 | N | N | N | 0 | 0 | N | 0 | 0 |
| Maple Park | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | a 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Marcus (L) | 0 | N | N | 0 | N | 0 | N | N | 0 | N | N | 0 | 0 | N | N | N | N | N |
| Marcus (F) | 0 | N | N | 0 | N | 0 | N | N | 0 | N | N | 0 | 0 | N | N | N | N | N |
| Marengo | +17 | 0 | 0 | +17 | 0 | +17 | 0 | 0 | 0 | 0 | +17 | +17 | +17 | 0 | 0 | 0 | 0 | +17 |
| Marquette | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Marseilles | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Matteson | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Medinah | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Melody | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 |
| *Destination* | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | |
| Manhattan | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | N | N | N | N | −5 | N |
| Manlius | −20 | − 57 | −57 | N | −57 | −57 | −10 | −10 | −15 | −21 | N | +27 | −15 | −47 | −47 |
| Manteno | 0 | N | N | 0 | N | N | 0 | 0 | N | N | N | N | N | N | N |
| Manteno Hospital | 0 | N | N | 0 | N | N | 0 | 0 | N | N | N | N | N | N | N |
| Maple Park | −20 | −40 | −40 | N | −44 | −40 | −10 | −10 | −5 | −11 | N | +10 | −5 | b−15 | −4 |
| Marcus (L) | −20 | N | N | N | N | N | −26 | −26 | +30 | +24 | N | N | +30 | N | N |
| Marcus (F) | −20 | N | N | N | N | N | −26 | −26 | +30 | +24 | N | N | +30 | N | N |
| Marengo | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +7 | +1 | N | +6 | +7 | c+17 | +17 |
| Marquette | −5 | −37 | −37 | N | N | −37 | −10 | −10 | +35 | +29 | +42 | +42 | +42 | N | N |
| Marseilles | −5 | −37 | N | N | N | −37 | −10 | −10 | +6 | 0 | +6 | +6 | +6 | e+20 | N |
| Matteson | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | e+10 | N |
| Medinah | 0 | −27 | −20 | N | −27 | −20 | 0 | 0 | 0 | −6 | N | 0 | 0 | +10 | N |
| Melody | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | N |

| Mine origin group No. | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | |
| Manhattan | N | −15 | −5 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Manlius | N | −57 | −47 | −47 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Manteno | N | N | 0 | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Manteno Hospital | N | N | 0 | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Maple Park | N | −20 | −15 | −25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Marcus (L) | N | N | N | −5 | N | N | −6 | 0 | N | −16 | N | 0 | 0 | 0 | 0 | −16 | −16 | N |
| Marcus (F) | N | N | N | −5 | N | N | +3 | 0 | N | −16 | N | 0 | 0 | 0 | 0 | −16 | −16 | N |
| Marengo | N | +32 | +17 | +17 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Marquette | d+45 | +10 | −21 | +72 | +49 | +49 | +49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Marseilles | f+52 | +10 | −2 | +50 | +27 | +27 | +27 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Matteson | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Medinah | 0 | 0 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Melody | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: Does not apply from Springfield, Illinois.
b: From Wilmington Mine, Illinois: −10.
c: From Wilmington Mine, Illinois: +42.
d: From Ottawa. From Marseilles: +30.
e: From Wilmington Mine, Illinois, only.
f: From Ottawa, Illinois, only.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mendota | +3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | −27 | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Menominee | N | −5 | 0 | −5 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | −15 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | −5 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Meriden | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Midlothian | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milbrig | +22 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Millbrook | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Milledgeville | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Millington | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Millsdale | N | 0 | 0 | 0 | 0 | N | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mendota | −5 | −57 | −40 | N | N | −40 | −10 | −10 | a+20 | +19 | N | +20 | +20 | b−25 | N | +10 | +10 | +33 | +20 | +8 | +8 | +8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Menominee | −20 | −30 | −30 | N | N | −30 | −5 | −5 | N | N | N | N | N | N | N | N | N | −4 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Meriden | 0 | N | N | N | N | N | −40 | −40 | +25 | +24 | N | N | +25 | N | N | N | N | −45 | +25 | N | N | −22 | 0 | N | −30 | N | 0 | 0 | 0 | 0 | −30 | −30 | N |
| Midlothian | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | −6 | N | N | 0 | c+10 | N | d+21 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milbrig | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Millbrook | −20 | N | N | N | N | N | −45 | −45 | +19 | +13 | N | N | +19 | N | N | N | N | N | +3 | N | N | −43 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Milledgeville | −20 | N | N | N | N | N | −45 | −45 | +15 | +9 | N | N | +15 | N | N | N | N | N | +15 | N | N | −22 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Millington | −20 | N | N | N | N | N | −45 | −45 | +19 | +13 | N | N | +19 | N | N | N | N | N | +3 | N | N | −42 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Millsdale | −15 | N | N | N | N | N | 0 | 0 | N | N | N | N | N | e+19 | N | N | +57 | +19 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

a: From Alpha, Illinois: +55.
b: From Wilmington Mine, Illinois: +20.
c: From Wilmington Mine, Illinois, only.
d: From Marseilles, Illinois. From Ottawa, Illinois: +9.
e: From Wilmington Mine, Illinois: +67.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minooka (L) | +16 | 0 | 0 | 0 | 0 | 0 | 0 | N | −5 | N | 0 | 0 | 0 | −5 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minooka (F) | +16 | 0 | 0 | 0 | 0 | 0 | 0 | N | −5 | N | 0 | 0 | 0 | −5 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mokena | 0 | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Moline (L) | +85 | 0 | 0 | −11 | 0 | 0 | N | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Moline (F) | +85 | 0 | 0 | +6 | 0 | 0 | N | 0 | −10 | 0 | 0 | 0 | 0 | −4 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Momence | N | −5 | N | −5 | 0 | N | 0 | 0 | −5 | N | 0 | N | 0 | −5 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Monee | N | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | N | 0 | N | N | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Monroe Center | −17 | 0 | 0 | −7 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Montgomery | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Mooseheat | N | N | −40 | N | N | −10 | N | N | N | N | N | −10 | −40 | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | N | N | N |
| Morris (L) | +37 | 0 | 0 | N | N | 0 | N | N | −5 | N | 0 | 0 | 0 | −5 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Morris (F) | +37 | 0 | 0 | N | N | 0 | N | N | −5 | N | 0 | 0 | 0 | −5 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Morrison (L) | −11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Morrison (F) | −11 | 0 | 0 | 0 | 0 | 0 | 0 | +6 | −10 | N | 0 | 0 | 0 | −10 | +6 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Morton Grove | −17 | 0 | 0 | 0 | 0 | N | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mt. Carmel (Cook Co.) | N | N | 0 | N | 0 | N | N | N | N | N | 0 | 0 | 0 | N | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mt. Carroll (L) | +18 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mt. Carroll (F) | +1 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mt. Morris | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | N | N | N |
| Mt. Prospect | −11 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minooka (L) | 0 | −27 | −27 | N | −27 | −27 | 0 | 0 | 0 | 0 | N | N | 0 | a−10 | N | b+45 | +20 | 0 | +38 | +3 | +3 | +3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minooka (F) | 0 | −27 | −27 | N | −27 | −27 | 0 | 0 | 0 | 0 | N | N | 0 | a−10 | N | b+45 | +20 | 0 | +38 | +20 | +20 | +20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mokena | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | −6 | N | N | 0 | c−5 | N | d+28 | 0 | −5 | +19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Moline (L) | −20 | −47 | −47 | N | −47 | −47 | −10 | −10 | +55 | +54 | +55 | +55 | +55 | +20 | N | +10 | +10 | +20 | +20 | +43 | +43 | +43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Moline (F) | −20 | −47 | −47 | N | −47 | −47 | −10 | −10 | +55 | +54 | +55 | +55 | +55 | +20 | N | +10 | +10 | +20 | +20 | +43 | +43 | +43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Momence | +5 | +15 | +15 | −5 | N | +15 | 0 | 0 | N | N | N | N | N | −47 | N | N | −57 | −47 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Monee | 0 | N | N | 0 | N | N | 0 | 0 | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Monroe Center | −20 | −20 | −20 | N | −20 | −20 | −10 | −10 | 0 | −6 | N | 0 | 0 | +10 | N | 0 | 0 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Montgomery | 0 | N | N | N | N | N | −40 | −40 | +25 | +24 | N | N | +25 | N | N | N | N | −45 | +3 | −22 | −22 | −22 | 0 | N | −30 | N | 0 | 0 | 0 | 0 | −30 | −30 | N |
| Mooseheart | −15 | N | N | N | N | N | −44 | −44 | +14 | +13 | N | N | +14 | N | N | N | N | N | −5 | N | N | −49 | 0 | N | −44 | N | 0 | 0 | 0 | 0 | −44 | −44 | N |
| Morris (L) | 0 | −32 | N | N | N | −32 | 0 | 0 | 0 | −6 | N | N | 0 | e+30 | N | +45 | +20 | 0 | +45 | +21 | +21 | +21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Morris (F) | 0 | −32 | N | N | N | −32 | 0 | 0 | 0 | −6 | N | N | 0 | e+30 | N | +57 | +40 | 0 | +45 | +21 | +21 | +21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Morrison (L) | −20 | −41 | −41 | N | −47 | −41 | −10 | −10 | +6 | 0 | N | +52 | +6 | −24 | −25 | N | −34 | −24 | −38 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Morrison (F) | −20 | −37 | −37 | N | −47 | −37 | −10 | −10 | +6 | 0 | N | +52 | +6 | −7 | −2 | N | −17 | −7 | −38 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Morton Grove | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | −6 | N | 0 | 0 | +10 | N | −10 | 0 | +10 | 0 | −13 | −13 | −13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mt. Carmel (Cook Co.) | 0 | −27 | −27 | N | −30 | −27 | 0 | 0 | 0 | −6 | N | N | 0 | e−5 | N | N | −15 | N | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mt. Carroll (L) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +35 | +29 | N | +35 | +35 | 0 | N | −10 | −10 | 0 | 0 | +23 | +23 | +23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mt. Carroll (F) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +31 | +25 | N | +35 | +31 | 0 | N | −10 | −10 | 0 | 0 | +23 | +23 | +23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mt. Morris | −20 | N | N | N | N | N | −45 | −45 | +6 | 0 | N | N | +6 | N | N | N | N | N | +5 | N | N | −50 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Mt. Prospect | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +6 | 0 | N | +6 | +6 | e+25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Wilmington Mine, Illinois: +30.
b: From Marseilles, Illinois. From Ottawa, Illinois: +35.
c: From Wilmington Mine, Illinois: +10.
d: From Marseilles, Illinois. From Ottawa, Illinois: +21.
e: From Wilmington Mine, Illinois, only.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mundelein | N | 0 | 0 | 0 | N | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Munger | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | +10 | +10 | N | +10 | +10 | N | +10 | +10 | +10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Myrtle | N | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nachusa (L) | −38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | b 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nachusa (F) | −38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | b 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Naperville | N | N | −35 | N | N | −10 | N | N | N | N | N | −10 | −35 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Nelson (L) | −32 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | b 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nelson (F) | −32 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | b 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Lebanon | −17 | 0 | 0 | −7 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| New Lenox | 0 | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Milford | N | N | N | N | N | −10 | N | N | N | N | −17 | −10 | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | N | N | N |
| Nichols | N | N | 0 | N | 0 | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Nifa | N | N | −40 | N | N | −10 | N | N | N | N | N | −10 | −40 | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | N | N | N |
| Niles Center | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nora | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Normandy | N | 0 | 0 | −10 | 0 | 0 | −10 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | −14 | 0 | 0 | 0 | 0 | N | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mundelein | −20 | −22 | −22 | N | −22 | −22 | −5 | −5 | +7 | +1 | N | 0 | +7 | +22 | N | +12 | +12 | +22 | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Munger | 0 | −27 | −20 | N | −27 | −20 | 0 | 0 | 0 | −6 | N | N | 0 | a −5 | N | +30 | +30 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Myrtle | −20 | −30 | −30 | N | N | −30 | −5 | −5 | −8 | −14 | N | −8 | −8 | −15 | N | −25 | −25 | −15 | −15 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nachusa (L) | −20 | −40 | −40 | N | −44 | −40 | −10 | −10 | +10 | +4 | N | +10 | +10 | c −49 | −16 | N | −35 | −25 | −25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nachusa (F) | −20 | −40 | −40 | N | −44 | −40 | −10 | −10 | +10 | +4 | N | +10 | +10 | c −32 | −16 | N | −35 | −25 | −25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Naperville | 0 | N | N | N | N | N | −35 | −35 | 0 | 0 | N | N | 0 | N | N | N | N | N | 0 | N | N | −22 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Nelson (L) | −20 | −44 | −40 | N | −44 | −40 | −10 | −10 | +10 | +4 | N | +27 | +10 | d −49 | −17 | N | −63 | −34 | −60 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nelson (F) | −20 | −44 | −40 | N | −44 | −40 | −10 | −10 | +10 | +4 | N | +27 | +10 | d −32 | −17 | N | −63 | −32 | −42 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Lebanon | −20 | −30 | −20 | N | −30 | −20 | −10 | −10 | 0 | −6 | N | 0 | 0 | +10 | N | 0 | 0 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Lenox | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | −6 | N | N | 0 | e −5 | N | f +38 | 0 | −5 | +19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Milford | −20 | N | N | N | N | N | −10 | −10 | +20 | +19 | N | N | +20 | N | N | N | N | N | +30 | N | N | −6 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Nichols | −20 | −20 | −20 | N | N | −20 | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nifa | −15 | N | N | N | N | N | −44 | −44 | +14 | +13 | N | N | +14 | N | N | N | N | N | −5 | N | N | −49 | 0 | N | −44 | N | 0 | 0 | 0 | 0 | −44 | −44 | N |
| Niles Center | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | −6 | −13 | 0 | 0 | −18 | −18 | −28 | −25 | 0 | −5 | −13 | −13 | −13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nora | −20 | −30 | −30 | N | N | −30 | −7 | −7 | N | N | N | N | N | N | N | N | N | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Normandy | −20 | −57 | −57 | N | −57 | −57 | −10 | −10 | −15 | −21 | N | +27 | −15 | −47 | −47 | N | −57 | −47 | −47 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Wilmington Mine, Illinois: +40.
b: Does not apply from Springfield, Illinois.
c: From Wilmington Mine, Illinois: −25.
d: From Wilmington Mine, Illinois: −53.
e: From Wilmington Mine, Illinois: +10.
f: From Marseilles, Illinois. From Ottawa, Ill.: +31.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago Freight Differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Normantown | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Aurora | −33 | 0 | 0 | −9 | 0 | 0 | −22 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | e 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Northbrook | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Chicago | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Dixon | N | N | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | −10 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Northfield | −17 | −3 | 0 | 0 | 0 | 0 | 0 | −3 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | −3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Glen Ellyn | N | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Hanover (L) | N | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | −19 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Hanover (F) | N | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | −8 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Noyes St. | N | N | 0 | 0 | 0 | 0 | e−10 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Normantown | 0 | −25 | −25 | N | −30 | −25 | 0 | 0 | 0 | 0 | N | N | 0 | a+5 | N | +35 | +45 | +5 | +10 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Aurora | −15 | −52 | −35 | N | −39 | −35 | 0 | 0 | +14 | +13 | N | +15 | +14 | c−27 | −5 | N | −15 | −5 | −5 | N | N | −47 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Northbrook | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | 0 | 0 | 0 | −5 | N | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Chicago | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | −5 | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Dixon | −20 | −44 | N | N | N | −44 | −10 | −10 | N | N | N | N | N | d+20 | N | N | +10 | +20 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Northfield | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | −6 | −3 | +20 | 0 | 0 | 0 | −18 | 0 | 0 | 0 | −3 | −3 | −3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Glen Ellyn | 0 | −27 | −27 | N | N | −27 | 0 | 0 | 0 | −6 | 0 | 0 | 0 | −5 | N | −15 | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Hanover (L) | −20 | −30 | −30 | N | N | −30 | −7 | −7 | +35 | +29 | N | +35 | +35 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Hanover (F) | −20 | −30 | −30 | N | N | −30 | −7 | −7 | +35 | +29 | N | +35 | +35 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Noyes St. | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | −6 | N | N | 0 | N | N | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Wilmington Mine, Illinois: +55.
b: Does not apply from Springfield, Illinois.
c: From Wilmington Mine, Illinois: −5.
d: From Wilmington Mine, Illinois, only.
e: From Pinckneyville, Illinois: 0.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oak Forest | 0 | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oak Ridge | N | N | 0 | N | 0 | N | N | N | N | N | 0 | 0 | 0 | N | N | 0 | N | 0 | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oakton (L) | −11 | 0 | 0 | −42 | 0 | 0 | 0 | 0 | −52 | N | 0 | 0 | 0 | −52 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | + 10 | +10 |
| Oakton (F) | +6 | 0 | 0 | −22 | 0 | 0 | 0 | 0 | −32 | N | 0 | 0 | 0 | −32 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ohio | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | N | N | N |
| Oliver | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | +4 | N | N | +4 | N | +4 | N | N | N | N | N | +4 | +4 | N | N | N | N | N |
| Ontarioville | −17 | N | N | N | N | N | N | N | −10 | N | N | N | N | −10 | N | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Orangeville | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | N | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Oregon | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Orland Park | N | N | N | N | 0 | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | N | 0 | N | 0 | N | N | N | 0 | 0 | N | 0 | N | N | N | N | 0 |
| Osborn | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | +4 | N | N | +4 | N | +4 | N | N | N | N | N | +4 | +4 | N | N | N | N | N |
| Oswego | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oak Forest | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | −6 | N | N | 0 | a−5 | N | b+21 | 0 | −5 | +12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oak Ridge | 0 | −27 | −27 | N | −30 | −27 | 0 | 0 | 0 | −6 | N | N | 0 | c−5 | N | N | −15 | N | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oakton (L) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | d+6 | 0 | +6 | +6 | +6 | −29 | N | N | −39 | −29 | N | −6 | −6 | −6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oakton (F) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | d+23 | +17 | +23 | +23 | +23 | −12 | N | N | −22 | −12 | N | +11 | +11 | +11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ohio | −20 | N | N | N | N | N | −45 | −45 | e+39 | +38 | N | N | +39 | N | N | N | N | N | +17 | N | N | −24 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Oliver | −20 | N | N | N | N | N | −33 | −33 | +35 | +29 | N | N | +35 | N | N | N | N | N | 0 | N | N | −27 | 0 | N | −23 | N | 0 | 0 | 0 | 0 | −23 | −23 | N |
| Ontarioville | 0 | −27 | −20 | N | −27 | −20 | 0 | 0 | 0 | −6 | N | 0 | 0 | +10 | N | 0 | 0 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orangeville | −20 | −30 | −30 | N | N | −30 | −5 | −5 | −21 | −27 | N | N | −21 | c−5 | N | N | −15 | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oregon | −30 | N | N | N | N | N | −45 | −45 | +15 | +9 | N | N | +15 | N | N | N | N | N | +5 | N | N | −45 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Orland Park | 0 | N | N | N | 0 | 0 | 0 | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Osborn | −11 | N | N | N | N | N | −27 | −27 | f+54 | +53 | N | N | +54 | N | N | N | N | N | +39 | N | N | +34 | 0 | N | −17 | N | 0 | 0 | 0 | 0 | −17 | −17 | N |
| Oswego | −20 | N | N | N | N | N | −45 | −45 | +19 | +13 | N | N | +19 | N | N | N | N | N | +3 | N | N | −47 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Wilmington Mine, Illinois: +10.
b: From Marseilles, Illinois. From Ottawa, Illinois+9.
c: Applies from Wilmington Mine, Illinois, only.
d: From Alpha, Illinois: +88.
e: From Alpha, Illinois: +74.
f: From Alpha, Illinois: +94.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ottawa | +32 | 0 | 0 | N | 0 | 0 | N | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Palatine | −11 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Palisades | N | N | 0 | N | −32 | N | N | 0 | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | N | N | 0 | N | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Palos Park | N | N | N | N | 0 | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | N | 0 | N | 0 | N | N | N | N | 0 | N | 0 | N | N | N | N | 0 |
| Paw Paw | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Pearl City | N | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pecatonica | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peotone | N | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pequot | N | 0 | 0 | N | 0 | N | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Perryville | N | N | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | N | N | N | +10 | +10 | +10 | +10 | +10 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ottawa | −5 | −37 | −37 | N | N | −37 | −10 | −10 | +20 | +14 | +20 | +20 | +20 | a+20 | N | b+52 | +10 | +11 | +50 | +30 | +30 | +30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Palatine | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +6 | 0 | N | +6 | +6 | c−19 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Palisades | −20 | N | 0 | N | N | 0 | −10 | −10 | N | N | N | N | N | d 0 | N | N | +45 | 0 | N | N | N | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Palos Park | 0 | N | N | N | 0 | 0 | 0 | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Paw Paw | −20 | N | N | N | N | N | −45 | −45 | e+15 | +14 | N | N | +15 | N | N | N | N | N | +25 | N | N | −28 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Pearl City | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +20 | +14 | N | +20 | +20 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pecatonica | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +20 | +14 | N | +20 | +20 | −15 | −15 | N | −25 | −15 | −15 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peotone | 0 | 0 | 0 | N | N | 0 | 0 | 0 | N | N | N | N | N | −5 | N | N | −15 | 0 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pequot | −15 | N | N | N | N | N | 0 | 0 | N | N | N | N | N | f+31 | N | N | +57 | +31 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Perryville | −25 | −37 | −37 | N | N | −37 | −10 | −10 | N | N | N | N | N | a−5 | N | N | −15 | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

a: Applies from Wilmington Mine, Illinois, only.
b: From Marseilles, Illinois, only.
c: From Wilmington Mine, Illinois: +25
d: From Wilmington Mine, Illinois: +55
e: From Alpha, Illinois: +5
f: From Wilmington Mine, Illinois: +67

### *Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peru (L) | +44 | N | N | N | N | N | N | N | −10 | N | N | N | N | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peru (F) | +52 | N | N | N | N | N | N | N | −10 | N | N | N | N | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peterstown | +3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | −27 | 0 | N | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pingree Grove | −17 | 0 | 0 | −7 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Plaines | N | 0 | 0 | 0 | 0 | N | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | N | N | 0 | N | N | −10 | −10 | N | 0 | 0 | 0 | 0 | 0 | 0 | −10 |
| Plainfield | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Plano | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Plato Center | N | N | 0 | −7 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −17 | 0 | N | N | +10 | +10 | N | +10 | +10 | +10 | −7 | +10 | N | N | N | +10 | +10 | +10 | +10 | +10 |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pleasant Valley (L) | +71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Pleasant Valley (F) | +71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Polk | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Polo | N | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 |
| Poplar Grove | −6 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portage | N | N | 0 | N | N | N | N | N | N | N | N | 0 | 0 | N | N | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Port Byron (L) | +68 | +5 | +5 | −2 | +5 | +5 | N | +5 | −5 | N | +5 | +5 | +5 | −5 | +5 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Port Byron (F) | +68 | +5 | +5 | −2 | +5 | +5 | N | +5 | −5 | N | +5 | +5 | +5 | −5 | +5 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Prairie Creek | N | 0 | 0 | 0 | 0 | N | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Prairie View | N | 0 | 0 | 0 | N | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Prince Crossing | N | N | 0 | N | 0 | N | N | N | N | N | 0 | 0 | 0 | N | N | +4 | N | +4 | +4 | N | +4 | +4 | +4 | N | N | +4 | +4 | +4 | +4 | +4 | +4 | +4 | +4 |
| Princeton | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peru (L) | −5 | −37 | −37 | N | N | −37 | −10 | −10 | b+35 | +29 | +35 | +35 | +35 | a+15 | N | +40 | +5 | −21 | +53 | +37 | +37 | +37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peru (F) | −5 | −37 | −37 | N | N | −37 | −10 | −10 | b+35 | +29 | +35 | +35 | +35 | a+15 | N | +40 | +19 | −21 | +53 | +37 | +37 | +37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peterstown | −20 | −57 | −37 | N | N | −37 | −10 | −10 | −4 | −10 | N | +20 | +20 | −25 | N | +10 | −35 | +20 | +20 | +8 | +8 | +8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pingree Grove | −20 | −30 | −20 | N | −30 | −20 | −10 | −10 | 0 | −6 | N | 0 | 0 | +10 | N | 0 | 0 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Plaines | −15 | −20 | N | N | N | −20 | 0 | 0 | N | N | N | N | N | N | N | N | +45 | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Plainfield | 0 | −25 | −25 | N | −30 | −25 | 0 | 0 | 0 | 0 | N | N | 0 | c−5 | N | +35 | +45 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Plano | 0 | N | N | N | N | N | −40 | −40 | +25 | +24 | N | N | +25 | N | N | N | N | −45 | +3 | N | N | −22 | 0 | N | −30 | N | 0 | 0 | 0 | 0 | −30 | −30 | N |
| Plato Center | −20 | −30 | −30 | N | N | −30 | 0 | 0 | N | N | N | N | N | a−5 | N | N | −15 | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pleasant Valley (L) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | d+52 | +51 | +52 | +52 | +52 | −29 | −24 | N | −39 | −29 | −29 | −6 | −6 | −6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pleasant Valley (F) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | d+52 | +51 | +52 | +52 | +52 | −12 | −7 | N | −22 | −12 | −12 | +11 | +11 | +11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Polk | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Polo | −20 | −47 | N | N | N | −47 | −5 | −5 | +6 | 0 | N | N | +6 | a+30 | N | N | +20 | +30 | +5 | N | N | −49 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Poplar Grove | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +11 | +5 | N | +11 | +11 | +30 | +30 | N | +20 | +30 | +30 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portage | −20 | −30 | −30 | N | N | −30 | −5 | −5 | N | N | N | N | N | N | N | N | N | −4 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Port Byron (L) | −20 | −47 | −47 | N | −47 | −47 | −10 | −10 | e+35 | +29 | N | +35 | +52 | −11 | N | −21 | −21 | −11 | −11 | +8 | +8 | +8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Port Byron (F) | −20 | −41 | −41 | N | −41 | −41 | −10 | −10 | e+35 | +29 | N | +35 | +52 | −7 | N | −17 | −17 | −7 | −7 | +8 | +8 | +8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Prairie Creek | 0 | N | N | N | N | N | 0 | 0 | N | N | N | N | N | N | N | N | +57 | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Prairie View | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | N | −15 | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Prince Crossing | −20 | −30 | −26 | N | −30 | −30 | −10 | −10 | −6 | −12 | N | N | −6 | N | N | N | −13 | N | −18 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Princeton | −5 | N | N | N | N | N | −45 | −45 | f+35 | +34 | N | N | +35 | N | N | N | N | N | +11 | N | N | −27 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: Applies from Wilmington Mine, Illinois, only.
b: From Alpha, Illinois: +55.
c: From Wilmington Mine, Illinois: +55.
d: From Alpha, Illinois: +88.
e: From Alpha, Illinois: +95.
f: From Alpha, Illinois: +65.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Princeton (L) | +63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Princeton (F) | +63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Prophetstown | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Proving Ground | N | N | −16 | N | 0 | −10 | N | N | −15 | N | N | −10 | −16 | −15 | N | 0 | N | N | 0 | N | 0 | N | N | 0 | N | N | 0 | 0 | N | N | N | N | N |
| Puder | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Quarry | N | N | 0 | N | 0 | N | N | N | N | N | 0 | 0 | 0 | N | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Radley | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Rapid City (L) | +78 | 0 | 0 | −11 | 0 | 0 | N | N | N | N | 0 | 0 | 0 | −21 | N | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Rapid City (F) | +78 | 0 | 0 | −11 | 0 | 0 | N | N | N | N | 0 | 0 | 0 | −21 | N | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Ravinia | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Red Oak | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Renwick | N | N | 0 | N | 0 | N | N | N | N | N | 0 | 0 | 0 | N | N | +10 | N | +10 | +10 | N | +10 | +10 | +10 | N | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Rice (L) | N | 0 | 0 | N | 0 | 0 | N | 0 | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rice (F) | N | 0 | 0 | N | 0 | 0 | N | 0 | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Richardson | N | 0 | 0 | N | 0 | 0 | N | +5 | −10 | N | 0 | 0 | 0 | −10 | +5 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Richmond | −4 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Richton | N | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | N | 0 | N | 0 | N | 0 | 0 | N | N | N | N | 0 | 0 | N | 0 | N |
| Ridgefield | −6 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ridott | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ringwood | −4 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Princeton (L) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | b+52 | +51 | +52 | +52 | +52 | −29 | −24 | N | −39 | −29 | N | −6 | −6 | +40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Princeton (F) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | b+52 | +51 | +52 | +52 | +52 | −12 | −7 | N | −22 | −12 | N | +11 | +11 | +40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Prophetstown | −20 | N | N | N | N | N | −45 | −45 | c+46 | +40 | N | N | +46 | N | N | N | N | N | +54 | N | N | −26 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Proving Ground | −20 | N | N | N | N | N | −26 | −26 | +30 | +24 | N | N | +30 | N | N | N | N | N | +5 | N | N | −6 | 0 | N | −16 | N | 0 | 0 | 0 | 0 | −16 | −16 | N |
| Puder | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Quarry | 0 | −27 | −27 | N | −30 | −27 | 0 | 0 | 0 | −6 | N | N | 0 | d−5 | N | N | −15 | N | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Radley | −20 | N | N | N | N | N | −45 | −45 | e+16 | +15 | N | N | +16 | N | N | N | N | N | +25 | N | N | −28 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Rapid City (L) | −20 | −47 | −47 | N | −47 | −47 | −10 | −10 | a+35 | +29 | N | +35 | +52 | −11 | N | −21 | −21 | −11 | −11 | +9 | +9 | +9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rapid City (F) | −20 | −41 | −41 | N | −41 | −41 | −10 | −10 | a+35 | +29 | N | +35 | +52 | −7 | N | −17 | −17 | −7 | −7 | +9 | +9 | +9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ravinia | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | −5 | N | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Red Oak | −20 | −30 | −30 | N | N | −30 | −5 | −5 | −25 | −31 | N | N | −25 | d−5 | N | N | −15 | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Renwick | −14 | −27 | −20 | N | −27 | −27 | 0 | 0 | 0 | −6 | N | N | 0 | N | N | N | −7 | N | −12 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rice (L) | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +35 | +29 | N | +35 | +35 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rice (F) | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +35 | +29 | N | +35 | +35 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Richardson | −20 | −35 | −35 | N | N | −35 | −10 | −10 | N | N | N | −5 | N | −20 | N | −30 | −30 | −20 | −20 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Richmond | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +8 | +2 | N | +8 | +13 | +22 | +22 | N | +12 | +22 | +22 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Richton | 0 | N | N | 0 | N | N | 0 | 0 | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ridgefield | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +11 | +5 | N | +11 | +11 | +30 | +30 | N | +20 | +30 | +30 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ridott | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +20 | +14 | N | +20 | +20 | −15 | −15 | N | −25 | −15 | −15 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ringwood | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +8 | +2 | N | +8 | +13 | +22 | +22 | N | +12 | +22 | +22 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Alpha, Illinois: +95.
b: From Alpha, Illinois: +80.
c: From Alpha, Illinois: +89.
d: From Wilmington Mine, Illinois, only.
e: From Alpha, Illinois: +21.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ritchie | N | N | N | N | 0 | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | N | 0 | N | 0 | N | N | N | 0 | 0 | N | 0 | N | N | N | N | 0 |
| Rochelle | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rock City | −6 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rockdale | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rock Falls (see Sterling also) | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | N | N | N |
| Rockford | +3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rock Island | +85 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Rockton | −6 | 0 | 0 | 0 | −23 | 0 | N | 0 | −33 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rodden (L) | N | 0 | 0 | N | 0 | 0 | N | 0 | +1 | N | 0 | 0 | 0 | +1 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rodden (F) | N | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rollo | N | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Romeo | −27 | N | 0 | N | −32 | N | N | 0 | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rondout | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roscoe | −6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roscoe Siding | −6 | 0 | 0 | 0 | −23 | 0 | N | 0 | −33 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roselle | −14 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Roxbury | −7 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | −27 | 0 | N | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Round Grove (L) | −11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Round Grove (F) | −11 | 0 | 0 | 0 | 0 | 0 | 0 | +6 | −10 | N | 0 | 0 | 0 | −10 | +6 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Round Lake | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ritchie | 0 | N | N | N | 0 | 0 | 0 | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rochelle | −20 | −40 | −40 | N | −44 | −40 | −10 | −10 | +10 | +9 | N | +10 | +10 | +15 | +15 | +10 | +5 | +20 | +20 | −2 | −2 | −2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rock City | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +11 | +5 | N | +11 | +11 | 0 | N | −10 | −10 | 0 | 0 | −1 | −1 | −1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rockdale | 0 | −20 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | a−5 | N | +35 | +45 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rock Falls (see Sterling also) | −25 | N | N | N | N | N | −45 | −45 | b+27 | +21 | N | N | +27 | N | N | N | N | N | −7 | N | N | −48 | 0 | 0 | −35 | 0 | 0 | 0 | 0 | 0 | 0 | −35 | N |
| Rockford | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +20 | +19 | +20 | +20 | +20 | +30 | +25 | +20 | +20 | +30 | +30 | +8 | +8 | +8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rock Island | −20 | −47 | −47 | N | −47 | −47 | −10 | −10 | c+55 | +54 | +55 | +55 | +55 | +20 | N | +10 | +10 | +20 | +20 | +43 | +43 | +43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rockton | −20 | −30 | −25 | N | −25 | −25 | −15 | −15 | +17 | +11 | N | +11 | +17 | +22 | N | +12 | +12 | +22 | +22 | +5 | +5 | +5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rodden (L) | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +35 | +29 | N | +35 | +35 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rodden (F) | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +35 | +29 | N | +35 | +35 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rollo | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | −10 | −16 | N | +32 | −10 | −27 | +67 | N | −37 | −7 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Romeo | −20 | N | 0 | N | N | 0 | −10 | −10 | N | N | N | N | N | a0 | N | N | +45 | 0 | N | N | N | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Rondout | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | N | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roscoe | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +25 | +19 | N | +25 | +25 | +30 | +30 | +20 | +20 | +30 | +30 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roscoe Siding | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +17 | +11 | N | +11 | +17 | +22 | N | +12 | +12 | +22 | +22 | +5 | +5 | +5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roselle | 0 | −27 | −20 | N | −27 | −20 | 0 | 0 | 0 | −6 | N | 0 | 0 | +10 | N | 0 | 0 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roxbury | −20 | −57 | −40 | N | N | −40 | −10 | −10 | +10 | +4 | N | +10 | +10 | −25 | N | +10 | −35 | +20 | +20 | −2 | −2 | −2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Round Grove (L) | −20 | −41 | −41 | N | −47 | −41 | −10 | −10 | +6 | 0 | N | +52 | +6 | d−24 | −25 | N | −48 | −24 | −38 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Round Grove (F) | −20 | −37 | −37 | N | −47 | −37 | −10 | −10 | +6 | 0 | N | +52 | +6 | d−7 | −2 | N | −48 | −7 | −38 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Round Lake | −20 | −22 | −22 | N | −22 | −22 | −5 | −5 | 0 | −6 | N | 0 | 0 | +22 | N | +12 | +12 | +22 | +22 | N | N | +5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Wilmington Mine, Illinois: +55.
b: From Alpha, Illinois: +65.
c: From Alpha, Illinois: +102.
d: From Wilmington Mine, Illinois: −38.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Russell | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Charles | N | 0 | 0 | −14 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sands | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | N | N | N | N |
| Sandwich | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Santa Fe Park | N | N | 0 | N | −32 | N | N | 0 | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | N | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Savanna (L) | +67 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Savanna (F) | +50 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Scales Mound | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Scarboro | −7 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | −27 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Schlicks Crossing | N | N | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | +10 | +10 | N | +10 | +10 | +10 | 0 | +10 | N | N | N | +10 | +10 | +10 | +10 | +10 |
| Scioto Mills | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Sears (L) | +85 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | 10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Sears (F) | +85 | 0 | 0 | +6 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | −4 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Seatonville | +3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | −27 | 0 | 0 | 0 | −27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seneca | +25 | 0 | 0 | N | N | 0 | N | N | −10 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Serena | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Seward | N | N | −5 | 0 | 0 | −5 | 0 | N | N | N | 0 | −5 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Shabbona | N | N | N | N | N | −5 | N | N | N | N | N | −5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Shabbona Grove | N | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Russell | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +5 | N | −5 | −5 | +5 | +5 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Charles | −20 | −40 | −40 | N | −44 | −40 | −10 | −10 | −10 | −16 | N | −5 | −10 | −17 | −32 | −27 | −27 | −17 | −10 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sands | −11 | N | N | N | N | N | −33 | −33 | a+46 | +40 | N | N | +46 | N | N | N | N | N | +2 | N | N | −27 | 0 | N | −23 | N | 0 | 0 | 0 | 0 | −23 | −23 | N |
| Sandwich | 0 | N | N | N | N | N | −40 | −40 | +25 | +24 | N | N | +25 | N | N | N | N | −45 | +3 | N | N | −22 | 0 | N | −30 | N | 0 | 0 | 0 | 0 | −30 | −30 | N |
| Santa Fe Park | −20 | N | +20 | N | N | +20 | −10 | −10 | N | N | N | N | N | b0 | N | N | +45 | 0 | N | N | N | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Savanna (L) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +35 | +29 | N | +35 | +35 | 0 | N | −10 | −10 | 0 | 0 | +23 | +23 | +23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Savanna (F) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +35 | +29 | N | +18 | +35 | 0 | N | −10 | −10 | 0 | 0 | +6 | +6 | +6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Scales Mound | −20 | −30 | −30 | N | N | −30 | −7 | −7 | N | N | N | N | N | N | N | N | N | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Scarboro | −20 | −57 | −40 | N | N | −40 | −10 | −10 | +10 | +4 | N | +10 | +10 | −25 | N | +10 | −35 | +20 | +20 | −2 | −2 | −2 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Schlicks Crossing | 0 | N | −27 | N | N | −27 | 0 | 0 | N | N | N | N | N | N | N | N | N | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Scioto Mills | −20 | −30 | −30 | N | N | −30 | −5 | −5 | −25 | −31 | N | N | −25 | c−5 | N | N | −15 | −5 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sears (L) | −20 | −47 | −47 | N | −47 | −47 | −10 | −10 | +55 | +49 | +55 | +55 | +55 | +20 | N | +10 | +10 | +20 | +20 | +43 | +43 | +43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sears (F) | −20 | −47 | −47 | N | −47 | −47 | −10 | −10 | +55 | +49 | +55 | +55 | +55 | +20 | N | +10 | +10 | +20 | +20 | +43 | +43 | +43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seatonville | −5 | −37 | −37 | N | −57 | −37 | −10 | −10 | −4 | −10 | N | +20 | +20 | d−64 | N | N | −45 | +20 | −64 | +8 | +8 | +8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seneca | −5 | −37 | N | N | N | −37 | −10 | −10 | 0 | −6 | 0 | 0 | 0 | e+20 | N | e+52 | +10 | −2 | +52 | +23 | +23 | +23 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Serena | −20 | N | N | N | N | N | −45 | −45 | +25 | +19 | N | N | +25 | N | N | N | N | N | +3 | N | N | −41 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Seward | −35 | −30 | −47 | N | N | −30 | −5 | −5 | +20 | +14 | N | N | +20 | c−15 | N | N | −25 | +30 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shabbona | −15 | N | N | N | N | N | −45 | −45 | +20 | +19 | N | N | +20 | N | N | N | N | N | +5 | N | N | +23 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Shabbona Grove | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | −10 | −16 | N | +32 | −10 | −27 | +67 | N | −37 | −7 | −27 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Alpha, Illinois: +84.
b: From Wilmington Mine, Illinois: +45.
c: From Wilmington Mine, Illinois, only.
d: From Wilmington Mine, Illinois, −35.
e: From Marseilles, Ill. From Ottawa, Illinois: L +42; F +52.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Shaffton (L) | +56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Shaffton (F) | +56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Shannon | −6 | 0 | 0 | 0 | +2 | 0 | N | 0 | −8 | N | 0 | 0 | 0 | −8 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shaws | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | N | N | N |
| Sheridan | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Sheridan Elms | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sheridan Road Farm (L) | +67 | 0 | 0 | 0 | 0 | 0 | N | N | N | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sheridan Road Farm (F) | +60 | 0 | 0 | 0 | 0 | 0 | N | N | N | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shirland | −6 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Silvis | +85 | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Silvis Shops | +85 | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | N | N | +10 | N | N | N | +10 | N | N | N | N | N | +10 | +10 | N | +10 | +10 | N |
| Silvis Transfer (L) | +85 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Silvis Transfer (F) | +85 | 0 | 0 | +6 | 0 | 0 | N | 0 | −10 | 0 | 0 | 0 | 0 | −4 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Sollitt | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | N | N | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 |
| Sollars | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | +4 | N | N | +4 | N | +4 | N | N | N | N | N | +4 | +4 | N | N | N | N | N |
| Solon Mills | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Somonauk | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| South Addison | N | N | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | +10 | +15 | N | +10 | +10 | +10 | 0 | +10 | N | N | N | +10 | +10 | +10 | +10 | +10 |
| South Beloit | −11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | −15 | 0 | 0 | 0 | −15 | −15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Elgin | −18 | 0 | 0 | −7 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Shaffton (L) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | a+52 | +51 | N | N | +52 | −29 | N | N | −39 | −29 | −29 | −6 | −6 | +40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shaffton (F) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | a+52 | +51 | N | N | +52 | −12 | N | N | −22 | −12 | −12 | +11 | +11 | +40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Shannon | 0 | −13 | −13 | N | −13 | −13 | −5 | −5 | +6 | 0 | N | +11 | +6 | +7 | N | −3 | −3 | +7 | +7 | −1 | −1 | −1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shaws | −20 | N | N | N | N | N | −45 | −45 | b+15 | +14 | N | N | +15 | N | N | N | N | N | −3 | N | N | −43 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Sheridan | −20 | N | N | N | N | N | −45 | −45 | +19 | +13 | N | N | +19 | N | N | N | N | N | +3 | N | N | +41 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Sheridan Elms | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | 0 | 0 | 0 | c−5 | N | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sheridan Road Farm (L) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | d+35 | +29 | N | +35 | +35 | 0 | N | −10 | −10 | 0 | 0 | +23 | +23 | +23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sheridan Road Farm (F) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | d+35 | +29 | N | +18 | +35 | 0 | N | −10 | −10 | 0 | 0 | +6 | +6 | +6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shirland | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +11 | +5 | N | +11 | +11 | 0 | N | −10 | −10 | 0 | 0 | −1 | −1 | −1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Silvis | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +55 | +49 | +55 | +55 | +55 | +20 | N | +10 | +10 | +20 | +20 | +43 | +43 | +43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Silvis Shops | −20 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | +20 | N | +10 | +10 | +20 | +20 | +43 | +43 | +43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Silvis Transfer (L) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +55 | +49 | +55 | +55 | +55 | +20 | N | +10 | +10 | +20 | +20 | +43 | +43 | +43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Silvis Transfer (F) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +55 | +49 | +55 | +55 | +55 | +20 | N | +10 | +10 | +20 | +20 | +43 | +43 | +43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sollitt | N | +10 | N | 0 | N | +10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 |
| Sollars | −20 | N | N | N | N | N | −33 | −33 | e+35 | +29 | N | N | +35 | N | N | N | N | N | 0 | N | N | −27 | 0 | N | −23 | N | 0 | 0 | 0 | 0 | −23 | −23 | N |
| Solon Mills | −20 | −22 | −22 | N | −22 | −22 | −5 | −5 | 0 | −6 | N | 0 | 0 | +22 | N | +12 | +12 | +22 | +22 | +5 | +5 | +5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Somonauk | 0 | N | N | N | N | N | −40 | −40 | +25 | +24 | N | N | +25 | N | N | N | N | −45 | +3 | N | N | −22 | 0 | N | −30 | N | 0 | 0 | 0 | 0 | −30 | −30 | N |
| South Addison | 0 | −27 | −27 | N | N | −27 | 0 | 0 | N | N | N | N | N | N | N | N | N | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Beloit | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +20 | +14 | N | +5 | +20 | +25 | +10 | 0 | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Elgin | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | 0 | −6 | N | −1 | 0 | f+10 | +14 | N | +25 | +10 | +10 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Alpha, Illinois: +68.
b: From Alpha, Illinois: +60.
c: From Wilmington Mine, Illinois, only.
d: From Alpha, Illinois: L +84; F +77.
e: From Alpha, Illinois: +64.
f: From Wilmington Mine, Illinois: +35.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| South Freeport | N | 0 | N | N | 0 | N | N | 0 | −10 | N | 0 | N | N | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Holland | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | N | N | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 |
| South Upton | −17 | 0 | 0 | N | 0 | 0 | N | N | −10 | N | N | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spaulding | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Spring Grove | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spring Valley (L) | +51 | 0 | 0 | −27 | 0 | 0 | −27 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | −27 | 0 | 0 | 0 | 0 | 0 | −27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spring Valley (F) | +52 | 0 | 0 | −27 | 0 | 0 | −27 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | −27 | 0 | 0 | 0 | 0 | 0 | −27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Starks | −17 | 0 | 0 | −7 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Stateville | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | N | 0 | 0 | −10 | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Steele | N | N | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Steger | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | N | N | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 |
| Sterling (see also Rock Falls) | −32 | −20 | −20 | −20 | 0 | −10 | 0 | 0 | −10 | N | 0 | −10 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Steward | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Steward Junction | −7 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | −27 | 0 | N | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stillman Valley | −11 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stockdale | +18 | 0 | 0 | N | N | 0 | N | N | −10 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Stockton | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stones | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | N | N | N |
| Storey | N | N | 0 | N | N | N | N | 0 | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | N | N | 0 | N | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stratford | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| South Freeport | −20 | −30 | −30 | N | N | −30 | N | N | −8 | −14 | N | −8 | −8 | −15 | N | −25 | −25 | −15 | −15 | N | N | N | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | N | 0 |
| South Holland | N | 0 | N | 0 | N | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 |
| South Upton | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | −5 | N | −15 | −5 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spaulding | 0 | −27 | −20 | N | −27 | −20 | 0 | 0 | 0 | −6 | N | 0 | 0 | a+10 | N | +30 | +30 | +10 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spring Grove | −20 | −22 | −22 | N | −22 | −22 | −5 | −5 | 0 | −6 | N | 0 | 0 | +22 | N | +12 | +12 | +22 | +22 | +5 | +5 | +5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spring Valley (L) | −5 | −37 | −37 | N | −57 | −37 | −10 | −10 | +35 | +29 | +35 | +35 | +35 | −64 | N | +40 | +10 | −21 | +62 | +49 | +49 | +49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spring Valley (F) | −5 | −37 | −37 | N | −57 | −37 | −10 | −10 | +35 | +29 | +35 | +35 | +35 | −64 | N | +40 | +10 | −21 | +62 | +49 | +49 | +49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Starks | −20 | −30 | −20 | N | −30 | −20 | −10 | −10 | 0 | −6 | N | 0 | 0 | +10 | N | 0 | 0 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stateville | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | b−5 | N | N | +45 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Steele | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | −6 | N | N | 0 | +10 | N | −33 | 0 | +10 | −23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Steger | N | 0 | N | 0 | N | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 |
| Sterling (see also Rock Falls) | −20 | −44 | −40 | N | −57 | −40 | −10 | −10 | +27 | +21 | N | +27 | +27 | c−49 | −17 | N | −73 | −34 | −17 | N | N | −48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Steward | −25 | N | N | N | N | N | −20 | −20 | +10 | +9 | N | N | +10 | N | N | N | N | N | +15 | N | N | −16 | 0 | N | −10 | N | 0 | 0 | 0 | 0 | −10 | −10 | N |
| Steward Junction | −20 | −57 | −40 | N | N | −40 | −10 | −10 | N | N | N | +10 | +10 | −25 | N | +10 | −35 | +20 | +20 | −2 | −2 | −2 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stillman Valley | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +6 | 0 | N | +6 | +6 | −15 | N | −25 | −25 | −15 | −30 | −6 | −6 | −6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stockdale | −5 | −37 | N | N | N | −37 | −10 | −10 | 0 | −6 | 0 | 0 | 0 | +20 | N | +40 | +10 | +20 | +40 | +16 | +16 | +16 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stockton | −20 | −30 | −30 | N | N | −30 | −7 | −7 | +35 | +29 | N | +35 | +35 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stones | −20 | N | N | N | N | N | −40 | −40 | d+29 | +28 | N | N | +29 | N | N | N | N | N | −2 | N | N | −31 | 0 | N | −30 | N | 0 | 0 | 0 | 0 | −30 | −30 | N |
| Storey | −20 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | e0 | N | N | +35 | 0 | N | N | N | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Stratford | −30 | N | N | N | N | N | −45 | −45 | +11 | +5 | N | N | +11 | N | N | N | N | N | +5 | N | N | −47 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Wilmington Mine, Illinois: +40.
b: From Wilmington Mine, Illinois: +55.
c: From Wilmington Mine, Illinois: +63.
d: From Alpha, Illinois: +39.
e: From Wilmington Mine, Illinois: +35.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sublette | N | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | N | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Sugar Grove | N | N | −52 | N | N | −5 | N | N | N | N | N | −5 | −52 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Sutton | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Swift | N | N | N | N | N | N | 0 | N | N | N | 0 | N | 0 | N | 0 | N | N | +10 | N | N | N | +10 | N | N | N | N | N | N | +10 | N | +10 | +10 | N |
| Sycamore | −38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Symerton | N | N | N | N | 0 | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | N | 0 | N | 0 | N | N | N | 0 | 0 | N | 0 | N | N | N | N | 0 |
| Tampico | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Techny | −17 | 0 | 0 | 0 | 0 | 0 | N | N | N | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Terra Cotta | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Thomson (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | +10 | N | N | −11 | N | −11 | N | N | −11 | N | N | +10 | +10 | N | N | N | N | N |
| Thomson (F) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | +4 | N | N | −9 | N | −9 | N | N | −9 | N | N | +4 | +4 | N | N | N | N | N |
| Thornton | N | 0 | N | 0 | 0 | N | 0 | +5 | 0 | N | 0 | N | 0 | 0 | +5 | 0 | 0 | 0 | 0 | N | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Thornton Junction | N | 0 | N | 0 | 0 | N | 0 | +5 | 0 | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | N | N | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tile Works (L) | +63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Tile Works (F) | +63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Timbuctoo (L) | +67 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +13 | 0 | 0 | 0 | N | +13 | 0 | 0 | N | 0 | 0 | +13 | +13 | 0 | 0 | 0 | 0 | 0 |
| Timbuctoo (F) | +50 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tinley Park | 0 | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Triumph | N | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Troy Grove | N | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sublette | −20 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | +20 | N | N | +10 | +26 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sugar Grove | −15 | N | N | N | N | N | −45 | −45 | +20 | +19 | N | N | +20 | N | N | N | N | N | +5 | N | N | −23 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Sutton | 0 | −27 | −27 | N | −27 | −27 | 0 | 0 | 0 | −6 | N | N | 0 | −5 | N | −15 | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Swift | 0 | −27 | −27 | N | N | −27 | 0 | 0 | N | N | N | N | N | N | N | N | N | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sycamore | −20 | −40 | −40 | N | −40 | −40 | −10 | −10 | +10 | +4 | N | +10 | +10 | −25 | −10 | −35 | −35 | −25 | −25 | N | N | −2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Symerton | 0 | N | N | N | 0 | 0 | 0 | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tampico | −20 | N | N | N | N | N | −45 | −45 | a+39 | +38 | N | N | +39 | N | N | N | N | N | +54 | N | N | −26 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Techny | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | N | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Terra Cotta | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | −38 | N | −15 | −5 | −32 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Thomson (L) | −31 | N | N | N | N | N | −40 | −10 | b+24 | +18 | N | N | +24 | N | N | N | N | N | −11 | N | N | −25 | −11 | 0 | −30 | 0 | −11 | 0 | −11 | 0 | 0 | 0 | 0 |
| Thomson (F) | −20 | N | N | N | N | N | −43 | −16 | b+35 | +29 | N | N | +35 | N | N | N | N | N | 0 | N | N | −26 | 0 | −6 | −33 | −6 | 0 | 0 | 0 | 0 | −6 | −6 | −6 |
| Thornton | N | 0 | 0 | 0 | N | 0 | N | N | N | N | N | N | N | +10 | N | N | 0 | +10 | N | N | N | N | N | 0 | N | N | 0 | 0 | N | N | 0 | N | 0 |
| Thornton Junction | N | 0 | N | 0 | N | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tile Works | −20 | −47 | −47 | N | N | −47 | −10 | −10 | +52 | +51 | +52 | +52 | +52 | −29 | −29 | N | −29 | −29 | −29 | −6 | −6 | +40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tile Works | −20 | −47 | −47 | N | N | −47 | −10 | −10 | +52 | +51 | +52 | +52 | +52 | −12 | −12 | N | −22 | −12 | −12 | +11 | +11 | +40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Timbuctoo (L) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +35 | +29 | N | +35 | +35 | 0 | N | −10 | −10 | 0 | 0 | +23 | +23 | +23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Timbuctoo (F) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +35 | +29 | N | +18 | +35 | 0 | N | −10 | −10 | 0 | 0 | +6 | +6 | +6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tinley Park | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | −6 | N | N | 0 | +10 | N | d+21 | 0 | +10 | +12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Triumph | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | −10 | −16 | N | +17 | −10 | −34 | +77 | N | −44 | −7 | −34 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Troy Grove | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | −10 | −16 | N | +17 | −10 | −33 | +77 | N | −43 | −7 | −33 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Alpha, Illinois: +94.
b: From Alpha, Illinois: L +68; F +62.
c: From Alpha, Illinois: +80.
d: From Marseilles, Illinois. From Ottawa, Ill.: −1.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Troxel | N | N | 0 | N | 0 | 0 | N | N | −10 | N | N | 0 | 0 | −10 | N | +4 | +4 | +4 | N | +4 | +4 | +4 | +4 | N | +4 | +4 | +4 | +4 | +4 | +4 | +4 | +4 | +4 |
| Union | −11 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +17 | 0 | 0 | +17 | 0 | +17 | 0 | 0 | 0 | 0 | +17 | +17 | +17 | 0 | 0 | 0 | 0 | +17 |
| Union Grove (L) | −11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Union Grove (F) | −11 | 0 | 0 | 0 | 0 | 0 | 0 | +11 | −10 | N | 0 | 0 | 0 | −10 | +11 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Upton | N | N | N | N | N | 0 | N | N | N | N | 0 | 0 | N | N | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utica | +44 | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Van Orin | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | N | N | N |
| Van Petten | N | 0 | 0 | −10 | 0 | 0 | −10 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | −14 | 0 | 0 | 0 | 0 | N | 0 | 0 |
| Villa Park | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Virgil | N | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waddams Grove | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Wadsworth | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walker | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Troxel | −20 | −26 | N | 26 | N | −26 | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Union | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +7 | +1 | N | +6 | +7 | a+17 | +17 | N | +32 | +17 | +17 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Union Grove (L) | −20 | −41 | −41 | N | −47 | −41 | −10 | −10 | +6 | 0 | N | +52 | +6 | b−24 | −29 | N | −48 | −24 | −38 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Union Grove (F) | −20 | −37 | −37 | N | −47 | −37 | −10 | −10 | +6 | 0 | N | +52 | +6 | b−24 | −29 | N | −48 | −24 | −38 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Upton | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | −5 | N | −15 | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utica | −5 | −37 | N | N | N | −37 | −10 | −10 | +14 | +8 | +28 | +28 | +28 | c+20 | N | d+52 | +10 | +11 | +62 | +37 | +37 | +37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Van Orin | −20 | N | N | N | N | N | −40 | −40 | e+39 | +38 | N | N | +39 | N | N | N | N | N | +12 | N | N | +24 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Van Petten | −20 | −57 | −57 | N | −57 | −57 | −10 | −10 | −15 | −21 | N | +27 | −15 | −47 | −47 | N | −57 | −47 | −47 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Villa Park | 0 | −27 | −27 | N | −30 | −27 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | 0 | −30 | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Virgil | −20 | −35 | −35 | N | N | −35 | −10 | −10 | −5 | −11 | N | −5 | −5 | −20 | N | −30 | −30 | −20 | −20 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waddams Grove | −20 | −30 | −30 | N | N | −30 | −7 | −7 | N | N | N | N | N | N | N | N | N | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wadsworth | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +5 | N | −5 | −5 | +5 | +5 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walker | 0 | −25 | −25 | N | N | −25 | 0 | 0 | N | N | N | N | N | f+5 | N | +35 | +45 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Wilmington Mine, Illinois: +42.
b: From Wilmington Mine, Illinois: −38.
c: From Wilmington Mine, Illinois, only.
d: From Ottawa, Ill. From Marseilles, Ill.: +40.
e: From Alpha, Illinois: +74.
f: From Wilmington Mine, Illinois: +55.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Walnut (Bureau County) | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Ware's Siding (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | +10 | N | N | −11 | N | −11 | N | N | −11 | N | N | +10 | +10 | N | N | N | N | N |
| Ware's Siding (F) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | +4 | N | N | −9 | N | −9 | N | N | −9 | N | N | +4 | +4 | N | N | N | N | N |
| Warren | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Warrenhurst | N | 0 | 0 | −9 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | −19 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Warrenville | N | 0 | N | 0 | N | N | N | N | N | N | 0 | N | N | −10 | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wasco | N | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waterman | N | N | N | N | N | −5 | N | N | N | N | N | −5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Watertown | +85 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Walnut (Bureau County) | −20 | N | N | N | N | N | −45 | −45 | a+29 | +28 | N | N | +29 | N | N | N | N | N | +59 | N | N | −22 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Ware's Siding (L) | −31 | N | N | N | N | N | −40 | −10 | b+24 | +18 | N | N | +24 | N | N | N | N | N | −11 | N | N | −25 | −11 | 0 | −30 | 0 | −11 | 0 | −11 | 0 | 0 | 0 | 0 |
| Ware's Siding (F) | −20 | N | N | N | N | N | −43 | −16 | b+35 | +29 | N | N | +35 | N | N | N | N | N | 0 | N | N | −26 | 0 | −6 | −33 | −6 | 0 | 0 | 0 | 0 | −6 | −6 | −6 |
| Warren | −20 | −30 | −30 | N | N | −30 | −7 | −7 | N | N | N | N | N | N | N | N | N | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Warrenhurst | 0 | −27 | −27 | N | −30 | −27 | 0 | 0 | 0 | 0 | N | N | 0 | c−20 | N | +15 | +15 | −20 | −20 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Warrenville | 0 | −27 | −27 | N | −30 | −27 | 0 | 0 | 0 | −6 | N | N | 0 | d−5 | N | N | −15 | N | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wasco | −20 | −35 | −35 | N | N | −35 | −10 | −10 | −5 | −11 | N | −5 | −5 | −20 | N | −30 | −30 | −20 | −20 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waterman | −15 | N | N | N | N | N | −45 | −45 | +20 | +19 | N | N | +20 | N | N | N | N | N | +5 | N | N | −23 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Watertown | −20 | −47 | −47 | N | −47 | −47 | −10 | −10 | e+55 | +49 | N | 55 | +55 | +20 | N | +10 | +10 | +20 | +20 | +43 | +43 | +43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Alpha, Illinois: +74.
b: From Alpha, Illinois: L +68; F +62.
c: From Wilmington Mine, Illinois: +25.
d: From Wilmington Mine, Illinois, only.
e: From Alpha, Illinois: +90.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Watertown Hospital (L) | N | 0 | 0 | −11 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | N | +10 | N | +10 | +10 | +10 | +10 | N | a+10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Watertown Hospital (F) | N | 0 | 0 | +6 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −4 | 0 | +10 | +10 | N | +10 | N | +10 | +10 | +10 | +10 | N | a+10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Waukegan | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wayne | −18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | +6 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Wedron | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Welland | −7 | N | N | N | N | N | 0 | N | N | N | 0 | N | 0 | N | 0 | 0 | 0 | −27 | N | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wendell | +12 | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | N | N | N |
| West Brooklyn | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | N | N | N |
| Westchester | N | N | 0 | N | 0 | N | N | N | N | N | 0 | 0 | 0 | N | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Chicago | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| West Clinton (L) | +51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| West Clinton (F) | +51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Watertown Hospital (L) | −20 | N | N | N | N | N | −10 | −10 | b+55 | +54 | +19 | +19 | +55 | N | N | N | N | −16 | +20 | N | N | +47 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Watertown Hospital (F) | −20 | N | N | N | N | N | −10 | −10 | b+55 | +54 | +36 | +36 | +55 | N | N | N | N | −12 | +20 | N | N | +47 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Waukegan | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | 0 | 0 | 0 | −5 | −5 | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wayne | 0 | −27 | −20 | N | −27 | −20 | 0 | 0 | 0 | −6 | N | −1 | 0 | c+10 | +6 | +30 | +30 | +10 | +10 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wedron | −5 | N | N | N | N | N | −45 | −45 | +20 | +14 | N | N | +20 | N | N | N | N | N | +23 | N | N | −47 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Welland | −20 | −57 | −40 | N | N | −40 | −10 | −10 | +10 | +4 | N | +10 | +10 | −25 | N | +10 | −35 | +20 | +20 | −2 | −2 | −2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wendell | −20 | N | N | N | N | N | −45 | −45 | d+39 | +38 | N | N | +39 | N | N | N | N | N | +17 | N | N | −22 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| West Brooklyn | −20 | N | N | N | N | N | −45 | −45 | d15 | +14 | N | N | +15 | N | N | N | N | N | −3 | N | N | −42 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Westchester | 0 | −27 | −27 | N | −30 | −27 | 0 | 0 | 0 | −6 | N | N | 0 | e−5 | N | N | −15 | N | −5 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Chicago | 0 | −27 | −27 | N | −30 | −27 | 0 | 0 | +10 | +9 | N | +10 | +10 | f−10 | +1 | +15 | −15 | −5 | −5 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iowa: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| West Clinton (L) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | g+52 | +46 | N | +30 | +52 | −7 | +27 | N | −17 | −7 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Clinton (F) | −20 | −47 | −47 | N | N | −47 | −10 | −10 | g+52 | +46 | N | +30 | +52 | −7 | +27 | N | −17 | −7 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: Does not apply from Springfield, Illinois.
b: From Alpha, Illinois: +100.
c: From Wilmington Mine, Illinois: +40.
d: From Alpha, Illinois: +74.
e: From Wilmington Mine, Illinois, only.
f: From Wilmington Mine, Illinois: −5.
g: From Alpha, Illinois: +68.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Western Springs | N | N | −21 | N | N | −10 | N | N | N | N | N | −10 | −21 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| West Kankakee | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 |
| West Lake Forest | −17 | 0 | 0 | 0 | 0 | 0 | N | N | −10 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Westmont | N | N | −28 | N | N | −10 | N | N | N | N | N | −10 | −28 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Westmore | N | N | 0 | N | 0 | N | N | N | N | N | 0 | 0 | 0 | N | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Waukegan | −17 | N | N | N | N | N | N | N | −10 | N | N | N | N | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheaton | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheeling | N | 0 | 0 | 0 | N | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Whitaker | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Whitton | N | N | −26 | N | 0 | −10 | N | N | −15 | N | N | −10 | −26 | −15 | N | 0 | N | N | 0 | N | 0 | N | N | 0 | N | N | 0 | 0 | N | N | N | N | N |
| Willow Springs | N | 0 | 0 | 0 | 0 | N | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilmette | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilmington | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilmington Mine | N | N | 0 | N | N | N | N | 0 | N | N | N | 0 | 0 | N | 0 | N | N | N | 0 | N | 0 | N | 0 | 0 | N | 0 | N | N | 0 | 0 | N | 0 | 0 |
| Wilmot Spur | N | 0 | 0 | N | N | 0 | N | 0 | N | N | 0 | 0 | 0 | N | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilkinson | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilson | −17 | N | N | N | N | N | N | N | −10 | N | N | N | N | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilton | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winfield | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winnebago | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Western Springs | 0 | N | N | N | N | N | −21 | −21 | 0 | 0 | N | N | 0 | N | N | N | N | N | 0 | N | N | −22 | 0 | N | −21 | N | 0 | 0 | 0 | 0 | −21 | −21 | N |
| West Kankakee | −5 | +15 | +15 | N | N | +15 | N | N | N | N | N | N | N | a −5 | N | N | −15 | N | N | N | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Lake Forest | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | −5 | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Westmont | 0 | N | N | N | N | N | −28 | −28 | 0 | 0 | N | N | 0 | N | N | N | N | N | 0 | N | N | −22 | 0 | N | −28 | N | 0 | 0 | 0 | 0 | −28 | −28 | N |
| Westmore | 0 | −27 | −27 | N | −30 | −27 | 0 | 0 | 0 | −6 | N | N | 0 | a −5 | N | N | −15 | N | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Waukegan | −15 | −22 | −22 | N | −22 | −22 | 0 | 0 | N | N | N | 0 | 0 | −5 | −5 | N | −15 | −5 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheaton | 0 | −27 | −27 | N | −30 | −27 | 0 | 0 | 0 | −6 | N | 0 | 0 | b−12 | 0 | N | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheeling | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −5 | N | −15 | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Whitaker | 0 | 0 | 0 | N | N | 0 | 0 | 0 | N | N | N | N | N | −5 | N | N | −15 | −5 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Whitton | −20 | N | N | N | N | N | −26 | −26 | +30 | +24 | N | N | +30 | N | N | N | N | N | −5 | N | N | −7 | 0 | N | −16 | N | 0 | 0 | 0 | 0 | −16 | −16 | N |
| Willow Springs | 0 | −20 | 0 | N | N | 0 | 0 | 0 | N | N | N | N | N | c 0 | N | N | +35 | 0 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilmette | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | −6 | N | 0 | 0 | d 0 | 0 | N | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilmington | 0 | N | N | N | N | N | 0 | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilmington Mine | −20 | N | N | N | N | N | 0 | 0 | N | N | N | N | N | e+19 | N | N | N | +19 | N | N | N | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Wilmot Spur | −20 | −22 | −22 | N | −22 | −22 | 0 | 0 | +13 | +7 | N | 0 | +13 | +28 | N | +18 | +18 | +28 | +28 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilkinson | −20 | −30 | −30 | N | N | −30 | +5 | +5 | N | N | N | 0 | N | −5 | N | −15 | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilson | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +5 | N | −5 | −5 | +5 | +5 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilton | 0 | 0 | 0 | N | N | 0 | 0 | 0 | N | N | N | N | N | −5 | N | N | −15 | −5 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winfield | 0 | −27 | −27 | N | −30 | −27 | 0 | 0 | 0 | −6 | N | 0 | 0 | b−12 | 0 | N | −15 | −5 | −5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winnebago | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +20 | +14 | N | +20 | +20 | −15 | −15 | N | −5 | −15 | −15 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

a: From Wilmington Mine, Illinois, only.  
b: From Wilmington Mine, Illinois: −5.  
c: From Wilmington Mine, Illinois: +45.  
d: From Wilmington Mine, Illinois: +10.  
e: Does not apply from Wilmington Mine, Illinois.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 41*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Winnetka | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winthrop Harbor | −17 | N | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winslow | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 |
| Winston (L) | N | 0 | 0 | N | 0 | 0 | N | 0 | +1 | N | 0 | 0 | 0 | +1 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winston (F) | N | 0 | 0 | N | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wolfs | N | 0 | 0 | 0 | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodale | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | +10 | +10 | +10 | +10 | N | +10 | +10 | +10 | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Woodbine (L) | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | −12 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodbine (F) | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | −8 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodridge | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodstock | −6 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woosung | N | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Worth | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | N | 0 | N | 0 | N | N | N | 0 | 0 | N | 0 | N | N | N | N | 0 |
| Wyanet | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Yaeger | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Yorkville | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | N | N |
| Youngsdale | N | N | 0 | −7 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −27 | 0 | N | N | +10 | +10 | N | +10 | +10 | +10 | −7 | +10 | N | N | N | +10 | +10 | +10 | +10 | +10 |
| Zearing | N | N | 0 | N | N | −10 | N | N | N | N | N | 0 | 0 | N | N | N | N | 0 | 0 | N | N | 0 | 0 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | N |
| Zion | −25 | 0 | 0 | −8 | 0 | 0 | 0 | 0 | −10 | N | −8 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Winnetka | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | −6 | N | 0 | 0 | a0 | 0 | N | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winthrop Harbor | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | b−5 | −2 | −12 | −7 | −2 | −2 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winslow | −20 | −30 | −30 | N | N | −30 | −5 | −5 | N | N | N | N | N | N | N | N | N | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winston (L) | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +35 | +29 | N | +35 | +35 | N | N | N | N | +19 | N | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winston (F) | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +35 | +29 | N | +35 | +35 | N | N | N | N | +8 | N | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wolfs | 0 | −25 | −25 | N | −27 | −25 | 0 | 0 | 0 | 0 | N | N | 0 | c+5 | N | −10 | +10 | +5 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodale | 0 | −27 | −20 | N | −27 | −20 | 0 | 0 | 0 | −6 | N | 0 | 0 | +10 | N | 0 | 0 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodbine (L) | −20 | −30 | −30 | N | N | −30 | −7 | −7 | +35 | +29 | N | +35 | +35 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodbine (F) | −20 | −30 | −30 | N | N | −30 | −7 | −7 | +35 | +29 | N | +35 | +35 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodridge | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | 0 | 0 | 0 | −5 | N | −15 | −15 | −5 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodstock | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +11 | +5 | N | +11 | +11 | +30 | +30 | N | +20 | +30 | +30 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woosung | −20 | −47 | N | N | N | −47 | −5 | −5 | N | N | N | N | N | +30 | N | N | +20 | +30 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Worth | 0 | N | N | N | 0 | 0 | 0 | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wyanet | −5 | N | N | N | N | N | −45 | −45 | d+35 | +34 | N | N | +35 | N | N | N | N | N | +11 | N | N | −27 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Yaeger | 0 | 0 | 0 | N | N | 0 | 0 | 0 | N | N | N | N | N | −5 | N | N | −15 | −5 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Yorkville | −20 | N | N | N | N | N | −45 | −45 | +19 | +13 | N | N | +19 | N | N | N | N | N | +3 | N | N | −45 | 0 | N | −35 | N | 0 | 0 | 0 | 0 | −35 | −35 | N |
| Youngsdale | −20 | −30 | −30 | N | N | −30 | 0 | 0 | N | N | N | N | N | −5 | N | N | −15 | −5 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Zearing | −5 | −37 | −37 | N | N | −37 | −10 | −10 | d+35 | +34 | N | N | +35 | N | N | N | N | −7 | +40 | N | N | −27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Zion | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | e−13 | −5 | −20 | −15 | −10 | −5 | −15 | −15 | −15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Wilmington Mine, Illinois: +10.
b: From Wilmington Mine, Illinois: −2.
c: From Wilmington Mine, Illinois: +20.
d: From Alpha, Illinois: +65.
e: From Wilmington Mine, Illinois: −5.

*Prices for All-Rail Shipment Into Market Area No. 42 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions and Subject to Price Adjustments to Specific Destinations as Shown Hereinafter*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| | 9 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 160 | 150 | ---- | ---- | 225 |
| | 50 | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 160 | 150 | ---- | ---- | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 160 | 150 | ---- | ---- | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ---- | ---- | ---- | ---- | 200 |
| 8 | 91 | 80 | 265 | 265 | 265 | 255 | 245 | 235 | 210 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 70 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | ---- | ---- | 235 |
| 9 | 136 | 80 | ---- | ---- | ---- | ---- | ---- | ---- | 210 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 10 | 49 | 82 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 130 | 120 | 60 | 40 | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 140 | 130 | 140 | ---- | 175 |
| 11 | 77 | 80 | 250 | 250 | 250 | 240 | 230 | 220 | 200 | 210 | 180 | 180 | 180 | 180 | 130 | 120 | 70 | 40 | 200 | 200 | 200 | 200 | 190 | 155 | 145 | 115 | 140 | 130 | 140 | ---- | 220 |
| 12 | 132 | 40 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| | 27, 63, 64,65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 130, 131 | 41 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 21 | 70 | 245 | 240 | 235 | 225 | 220 | 215 | 210 | 205 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 175 | 165 | ---- | ---- | 215 |
| | 123 | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 162 | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 171 | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 186 | 74 | 245 | 240 | 235 | 225 | 220 | 215 | 210 | 205 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | ---- | 205 | 205 | 205 | 205 | 195 | 195 | 185 | 155 | 175 | 165 | ---- | ---- | 215 |
| 16 | 45 | 21 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 125 | 115 | ---- | ---- | 175 |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5, 22 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 47, 142 | 31 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ---- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ---- | ---- | 175 |
| 18 | 165 | 33 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ---- | ---- | 175 |
| 19 | 145 | 21 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ---- | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 125 | 115 | ---- | ---- | 165 |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 125 | 115 | ---- | ---- | 165 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 20, 138 | 27 | 205 | 200 | 195 | 185 | 180 | 175 | 170 | 165 | 155 | 155 | 155 | 155 | 125 | 115 | 50 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 135 | 125 | ---- | ---- | 175 |
| 22 | 23, 24 | 32 | 205 | 200 | 195 | 185 | 180 | 175 | 170 | 165 | 155 | 155 | 155 | 155 | 125 | 115 | 50 | ---- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 135 | 125 | ---- | ---- | 175 |
| 23 | 170 | 49 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| 24 | 17, 35, 46, 87, 152 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ---- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ---- | ---- | 185 |
| 25 | 13, 71 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 155 | 145 | ---- | ---- | 185 |
| | 60 | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 78 | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

*Prices for All-Rail Shipment Into Market Area No. 42 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions and Subject to Price Adjustments to Specific Destinations as Shown Hereinafter*—Continued

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 26 | 80 | 125 | 227 | 222 | 217 | 207 | 202 | 197 | 197 | 197 | 187 | 187 | 187 | 187 | 157 | 147 | 82 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 167 | 157 | ----- | ----- | 197 |
| | 81, 82 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 95 | 95 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ----- | ----- | 185 |
| 28 | 84 | 92 | 221 | 216 | 211 | 201 | 196 | 191 | 191 | 191 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 191 | 191 | 191 | 191 | 181 | 181 | 171 | 141 | ----- | ----- | ----- | ----- | 191 |
| 29 | 189 | 116 | 310 | 305 | 300 | 290 | 285 | 275 | 260 | 265 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 260 | 160 | 260 | 260 | 250 | 250 | 240 | 210 | ----- | ----- | ----- | ----- | 275 |
| 30 | 125 | 115 | 300 | 295 | 290 | 280 | 275 | 265 | 250 | 255 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | 220 | 220 | 220 | 220 | 210 | 210 | 200 | 170 | 190 | 180 | ----- | ----- | 265 |
| 31 | 150 | 111 | 300 | 295 | 290 | 280 | 275 | 265 | 250 | 255 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | ----- | ----- | 265 |
| | 164 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 98 | 117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 73, 175 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 19 | 114 | 260 | 255 | 250 | 240 | 235 | 230 | 225 | 220 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | ----- | ----- | 230 |
| | 126 | 114 | 270 | 265 | 260 | 250 | 245 | 240 | 235 | 230 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 200 | 190 | ----- | ----- | 240 |
| 33 | 1 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 185 |
| 34 | 2 | 10 | 232 | 227 | 222 | 212 | 207 | 202 | 202 | 202 | 192 | 192 | 192 | 192 | 162 | 152 | 87 | ----- | 197 | 197 | 197 | 197 | 187 | 187 | 177 | 147 | 172 | 162 | ----- | ----- | 202 |

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42*

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Afton | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | −N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Air Line (Milw. Dist.) | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alaska | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Albany | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Allen's Grove | +22 | 0 | 0 | 0 | 0 | 0 | N | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Allenton | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −18 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arena | +13 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Argyle | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Arlington | +20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Astico | +19 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ashippum | +13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Avalon | −3 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Avoca | +13 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bagley | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Bardwell | +22 | N | 0 | 0 | 0 | 0 | N | N | −10 | N | N | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barneveld | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barton | N | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barnum | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Basco | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Bassetts | +4 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Afton | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +39 | +33 | N | N | +39 | +55 | +55 | +45 | +45 | +55 | +55 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Air Line (Milw. Dist.) | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | +6 | N | 0 | 0 | +8 | N | +2 | +2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alaska | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Albany | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Allen's Grove | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +39 | +33 | N | +39 | +39 | +40 | N | +30 | +30 | +40 | + 40 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Allenton | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | N | +30 | 0 | N | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arena | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Argyle | −20 | −30 | −30 | N | N | −30 | −5 | −5 | N | N | N | N | N | N | N | N | N | +25 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arlington | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +37 | +31 | N | +37 | +37 | +27 | N | +17 | +17 | +27 | +27 | +25 | +25 | +25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Astico | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +36 | +30 | N | +36 | +36 | +22 | N | +12 | +12 | +22 | +22 | +24 | +24 | +24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ashippum | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | 0 | 0 | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Avalon | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +14 | +8 | N | +14 | +14 | +40 | N | +30 | +30 | +40 | +40 | +18 | +18 | +18 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Avoca | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bagley | −20 | N | −30 | N | N | −30 | −10 | −10 | +35 | +21 | +35 | +35 | +35 | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bardwell | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +40 | N | +30 | +30 | +40 | +40 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barneveld | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barton | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | +18 | +18 | N | +8 | +18 | +18 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barnum | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Basco | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +21 | +15 | N | N | +21 | +25 | N | N | +15 | +25 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bassetts | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | +40 | +40 | N | +30 | +40 | +40 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bayview (Milw. Dist.) | -17 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Belleville | N | 0 | 0 | N | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | -10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Belmont | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Beloit | -11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Benton | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Berryville | -17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bethesda | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Big Bend | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Birch Road | N | N | 0 | N | N | N | 0 | 0 | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Black Earth | +13 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Blanchardville | N | -5 | -5 | -5 | N | -5 | -5 | N | N | N | -5 | -5 | -5 | -15 | -5 | N | N | -5 | -5 | N | -5 | -5 | -5 | -5 | -5 | N | N | N | -5 | -5 | -5 | -5 | -5 |
| Blue Mounds | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Blue River | +13 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Boscobel | +13 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridgeport | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bristol | +14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brodhead | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brookfield | +4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brooklyn | +4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brownsville | N | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bayview (Milw. Dist.) | 0 | -22 | -22 | N | -22 | -22 | 0 | 0 | 0 | +6 | N | 0 | 0 | +8 | N | +2 | +2 | +8 | +8 | -7 | -7 | -7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Belleville | -20 | -30 | -30 | N | N | -30 | -5 | -5 | +21 | +15 | N | N | +21 | +25 | N | N | +15 | +25 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Belmont | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Beloit | -20 | -30 | -30 | N | -30 | -30 | -5 | -5 | +20 | +14 | N | +20 | +20 | +25 | +10 | +15 | +15 | +25 | +25 | +8 | +8 | +8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Benton | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Berryville | 0 | -22 | -22 | N | -22 | -22 | 0 | 0 | 0 | -6 | N | 0 | 0 | -10 | -10 | -20 | -20 | -10 | -10 | -7 | -7 | -7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bethesda | -20 | -30 | N | N | -30 | -30 | -10 | -10 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Big Bend | -20 | -22 | -22 | N | -22 | -22 | -10 | -10 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | +10 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Birch Road | 0 | -22 | -22 | N | -22 | -22 | 0 | 0 | 0 | -6 | N | N | 0 | -10 | N | -20 | -20 | -10 | -10 | -7 | -7 | -7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Black Earth | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +30 | +24 | N | +30 | +30 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Blanchardville | -25 | -35 | -35 | N | N | -35 | -10 | -10 | N | N | N | N | N | N | N | N | N | +20 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Blue Mounds | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Blue River | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +30 | +24 | N | +30 | +30 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Boscobel | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +30 | +24 | N | +30 | +30 | +25 | +25 | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridgeport | -20 | -30 | -30 | N | -30 | -30 | 0 | 0 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bristol | -20 | -22 | -22 | N | -22 | -22 | -10 | -10 | +30 | +24 | N | +30 | +30 | +40 | +40 | N | +30 | +40 | +40 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brodhead | -20 | -30 | -30 | N | -30 | -30 | -5 | -5 | +39 | +33 | N | N | +39 | +35 | N | +25 | +25 | +35 | +35 | +27 | +27 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brookfield | -20 | -22 | -22 | N | -22 | -22 | -10 | -10 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | +10 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brooklyn | -20 | -30 | -30 | N | -30 | -30 | -5 | -5 | +21 | +15 | N | +21 | +21 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brownsville | -20 | -22 | -22 | N | -22 | -22 | -10 | -10 | +30 | +24 | N | +30 | +30 | +18 | N | +8 | +8 | +18 | +18 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42—Continued*

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Browntown | +22 | N | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buncombe | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Burke | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Burlington | +4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Burlington Road | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Burnett | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Butler | N | N | N | 0 | 0 | N | 0 | N | −10 | N | 0 | N | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Byron | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Calamine | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caledonia | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Calhoun | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Campbellsport | N | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Camp Lake | N | 0 | 0 | 0 | N | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Canal Yard (Milw. Dist.) | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Carrollville | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Carrollville Road | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cary | +22 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | N | N | N | 0 | N | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Cassville | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | N | N | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Chambers St. (Milw. Dist.) | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Charme | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Browntown | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +39 | +33 | N | N | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buncombe | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Burke | −20 | −30 | N | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Burlington | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +17 | +11 | N | +17 | +17 | +40 | N | +30 | +30 | +40 | +40 | +10 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Burlington Road | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | −10 | N | −20 | −20 | −10 | −10 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Burnett | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | +12 | +12 | +2 | +2 | +12 | +12 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Butler | −20 | −22 | N | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | +8 | N | −2 | +8 | +8 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Byron | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | N | +24 | N | N | +30 | +18 | N | +8 | +8 | +18 | +18 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Calamine | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caledonia | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | +6 | N | 0 | 0 | +8 | N | +2 | +2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Calhoun | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Campbellsport | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | N | +24 | N | N | +30 | +18 | +18 | N | +8 | +18 | +18 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Camp Lake | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | N | +30 | +40 | N | +30 | +30 | +40 | +40 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Canal Yard (Milw. Dist.) | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | +6 | N | 0 | 0 | +8 | N | +2 | +2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Carrollville | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | +6 | N | 0 | 0 | +8 | +8 | N | +2 | +8 | +8 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Carrollville Road | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | +5 | N | 0 | 0 | +8 | N | +2 | +2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cary | −20 | N | N | N | N | N | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cassville | −20 | −30 | N | N | N | −30 | −10 | −10 | +30 | +24 | +30 | +30 | +30 | N | N | N | N | N | +25 | N | N | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chambers St. (Milw. Dist.) | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | +6 | N | 0 | 0 | +8 | N | +2 | +2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Charme | −20 | N | −30 | N | N | −30 | 0 | 0 | +52 | +46 | +30 | +30 | +52 | N | N | N | N | N | +17 | N | N | +40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chestnut St. (Milw. Dist.) | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chicory Switch | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clarno | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | N | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 |
| Clinton Junction | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clyman | +21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clyman Junction | +8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cobb | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Colgate | +N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Columbus | +15 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cottage Grove | +13 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| County Line | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crawford | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cross Plains | +13 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cuba City | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cudahy | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dales Siding | 0 | N | 0 | 0 | 0 | 0 | N | N | N | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Darien | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dane | +14 | 0 | 0 | 0 | 0 | 0 | 0 | −9 | −9 | N | −9 | 0 | 0 | −9 | 0 | 0 | −9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Darlington | +17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Darwin | +29 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chestnut St. (Milw. Dist.) | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | +6 | N | 0 | 0 | +8 | N | +2 | +2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chicory Switch | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −10 | −10 | N | −20 | −10 | −10 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clarno | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +21 | +15 | N | N | +21 | +35 | N | N | +25 | +35 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clinton Junction | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +39 | +33 | N | N | +39 | +55 | +55 | +45 | +45 | +55 | +55 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clyman | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +38 | +32 | N | +38 | +38 | +3 | +3 | −7 | −7 | +3 | +3 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clyman Junction | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +25 | +19 | N | +25 | +25 | 0 | 0 | −10 | −10 | 0 | 0 | N | N | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cobb | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Colgate | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +38 | +32 | N | N | +38 | +15 | N | +5 | +5 | +15 | +15 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Columbus | −20 | −30 | −30 | N | −30 | −30 | 0 | 0 | +32 | +27 | N | +32 | +32 | +17 | N | +7 | +7 | +17 | +17 | +20 | +20 | +20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cottage Grove | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | −30 | −24 | N | −30 | −30 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| County Line | −20 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | +6 | N | 0 | 0 | +8 | +8 | N | +2 | +8 | +8 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crawford | −20 | −30 | −30 | N | −30 | −30 | 0 | 0 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cross Plains | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cuba City | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cudahy | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | +6 | N | 0 | 0 | +8 | +8 | N | +2 | +8 | +8 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dales Siding | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | +17 | +11 | N | +17 | +17 | +40 | N | +30 | +30 | +40 | +40 | +10 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Darien | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +40 | N | +30 | +30 | +40 | +40 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dane | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +40 | +34 | N | +40 | +40 | +5 | +5 | −5 | −5 | +5 | +5 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Darlington | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +34 | +28 | N | +34 | +34 | +25 | N | +15 | +15 | 25 | +25 | +22 | +22 | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Darwin | −20 | −30 | −30 | N | −30 | −30 | 0 | 0 | +46 | +40 | N | +46 | +46 | +32 | N | +22 | +22 | +32 | +32 | +34 | +34 | +34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Deansville | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Deerfield | +13 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| De Forest | +20 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delafield | N | N | 0 | N | N | 0 | N | N | N | N | 0 | 0 | 0 | N | N | 0 | N | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delavan | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| De Soto | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Dill | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dodgeville | −3 | 0 | 0 | 0 | −25 | 0 | 0 | −25 | −35 | N | 0 | 0 | 0 | −10 | 0 | −25 | −25 | 0 | 0 | −25 | 0 | 0 | 0 | 0 | 0 | −25 | −25 | −25 | 0 | 0 | 0 | 0 | 0 |
| Dousman | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Doylestown | +15 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Dunbarton | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Duplainville | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eagle | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Troy | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Waupon | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eden | N | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Edgerton | +4 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Edmund | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elkhorn | −3 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elm Grove | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Deansville | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Deerfield | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| De Forest | −20 | −30 | −30 | N | −30 | −30 | 0 | 0 | +37 | +31 | N | +37 | +37 | +27 | N | +17 | +17 | +27 | +27 | +25 | +25 | +25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delafield | −20 | −30 | N | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delevan | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +40 | N | +30 | +30 | +40 | +40 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| De Soto | −20 | N | −30 | N | N | −30 | 0 | 0 | +36 | +30 | +30 | +30 | +36 | N | N | N | N | N | +1 | N | N | +24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dill | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +39 | +33 | N | +30 | +36 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dodgeville | −20 | −30 | −30 | N | −55 | −30 | −5 | −5 | +14 | +8 | N | +14 | +14 | 0 | 0 | N | −10 | +25 | 0 | N | N | N | −25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dousman | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Doylestown | −20 | −30 | −30 | N | −30 | −30 | 0 | 0 | +32 | +26 | N | +32 | +32 | +7 | N | −3 | −3 | +7 | +7 | +20 | +20 | +20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dunbarton | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Duplainville | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +39 | +33 | N | N | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eagle | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Troy | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | +10 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Waupon | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | +18 | +18 | +8 | +8 | +18 | +18 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eden | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | +18 | +18 | N | +8 | +18 | +18 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Edgerton | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +21 | +15 | N | +21 | +21 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Edmund | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elkhorn | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +14 | +8 | N | +14 | +14 | +40 | N | +30 | +30 | +40 | +40 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elm Grove | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | +10 | +10 | +10 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Elmo | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Evansville | +4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fall River | +15 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fellows | +17 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fennimore | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ferryville | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Fitchburg | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Fonda | N | N | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fond Du Lac | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Footville | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fort Atkinson | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Four Mile Road | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fox River | +4 | 0 | 0 | 0 | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Franksville | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gatliff | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gay Mills | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Genesee | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Genoa City | +14 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Germantown | +20 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gibson (Milw. Dist.) | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Elmo | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Evansville | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +27 | +21 | N | +27 | +27 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fall River | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +32 | +26 | N | +32 | +32 | +12 | N | +2 | +2 | +12 | +12 | +20 | +20 | +20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fellows | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +34 | +28 | N | +34 | +34 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fennimore | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ferryville | −20 | N | −30 | N | N | −30 | −10 | −10 | +42 | +36 | +30 | +42 | +42 | N | N | N | N | N | N | N | N | +30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fitchburg | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +21 | +15 | N | N | +21 | +25 | N | N | +15 | +25 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fonda | 0 | −22 | −22 | N | −64 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | +8 | N | −2 | +8 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fond du Lac | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | +25 | +25 | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Footville | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +27 | +21 | N | +27 | +27 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fort Atkinson | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +27 | +21 | N | +27 | +27 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Four Mile Road | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | +8 | N | −2 | −2 | +8 | +8 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fox River | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | +40 | +40 | N | +30 | +40 | +40 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Franksville | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gatliff | −20 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −10 | N | −20 | −20 | −10 | −10 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gay Mills | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Genesee | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Genoa City | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +31 | +25 | N | +31 | +31 | +40 | +40 | N | +30 | +40 | +40 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Germantown | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +37 | +31 | N | +37 | +37 | +35 | N | +25 | +25 | +35 | +35 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gibson (Milw. Dist.) | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42—Continued*

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Glen Haven | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Gotham | +13 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Ave. (Milw. Dist.) | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grange | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Granville | N | 0 | 0 | N | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gratiot | +16 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Greenfield | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Hamilton | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hanley Switch | −17 | 0 | 0 | 0 | 0 | 0 | N | N | N | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hanover | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hartford | +23 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hartland | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hartman | +20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hazel Green | +22 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Helenville | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hollendale | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 |
| Honey Creek | N | 0 | 0 | 0 | N | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Horicon | +13 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Howard | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hubbleton | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Glen Haven | −20 | N | −30 | N | N | −30 | −10 | −10 | +35 | +29 | +35 | +35 | +35 | N | N | N | N | N | +25 | N | N | +23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gotham | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +31 | +25 | N | +31 | +31 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Ave. (Milw. Dist.) | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grange | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | +8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Granville | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | 0 | 0 | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gratiot | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | −33 | −27 | N | −33 | −33 | +25 | N | +15 | +15 | +25 | +25 | +21 | +21 | +21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Greenfield | −20 | N | N | N | N | N | N | N | +17 | +17 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | +10 | +10 | +10 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | N | 0 |
| Hamilton | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | N | +30 | +18 | N | +8 | +8 | +18 | +18 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hanley Switch | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +5 | N | −5 | −5 | +5 | +5 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hanover | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +39 | +33 | N | +39 | +39 | +35 | +35 | N | +25 | +35 | +35 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hartford | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +40 | +34 | N | +40 | +40 | +11 | N | +1 | +1 | +11 | +11 | +28 | +28 | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hartland | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hartman | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +37 | +31 | N | +37 | +37 | +10 | N | 0 | 0 | +10 | +10 | +25 | +25 | +25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hazel Green | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | +39 | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Helenville | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hollendale | −20 | −30 | −30 | N | N | −30 | −5 | −5 | N | N | N | N | N | N | N | N | N | +25 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Honey Creek | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Horicon | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | +6 | N | −4 | −4 | +6 | +6 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Howard | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | +8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hubbleton | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Humboldt Ave. (Milw. Dist.) | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ipswitch | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron Ridge | +13 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ives | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ixonia | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jackson | N | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Janesville | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jefferson | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jefferson Jct | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Johnson Creek | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jones Crossing | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jonesdale | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 |
| Juda | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juneau | +13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4−10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kansasville | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Keesus | +13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kenosha | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kewaskum | N | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Klevenville | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Klinkert Road | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Humbolt Ave. (Milw. Dist.) | −20 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ipswitch | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron Ridge | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | +6 | N | −4 | −4 | +6 | +8 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ives | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −10 | −10 | N | −20 | −10 | −10 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ixonia | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jackson | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | +25 | +25 | +15 | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Janesville | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +39 | +33 | N | +39 | +39 | +55 | +55 | +45 | +45 | +55 | +55 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jefferson | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +27 | +21 | N | +27 | +27 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jefferson Jct | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +27 | +21 | N | +27 | +27 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Johnson Creek | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jones Crossing | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | −30 | −24 | N | −30 | −30 | +18 | N | +8 | +8 | +18 | +18 | + 18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jonesdale | −20 | −30 | −30 | N | N | −30 | −5 | −5 | N | N | N | N | N | N | N | N | N | +25 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juda | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +39 | +33 | N | +39 | +39 | +35 | N | +25 | +25 | +35 | +35 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juneau | −20 | −30 | −30 | N | −30 | −30 | 0 | 0 | +30 | +24 | N | +30 | +30 | +2 | +2 | −8 | −8 | +2 | +2 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kansasville | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | +17 | +11 | N | +17 | +17 | +40 | N | +30 | +30 | +40 | +40 | +10 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Keesus | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | 0 | 0 | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kenosha | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −2 | −2 | −12 | −12 | −2 | −2 | −9 | −9 | −9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kewaskum | −30 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | +18 | +18 | N | +8 | +18 | +18 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Klevenville | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Klinkert Road | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | −10 | N | −20 | −20 | −10 | − 10 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Knowles | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Koskonong | +13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| La Farge | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Beulah | N | 0 | 0 | 0 | N | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Elizabeth | +4 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Geneva | +4 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Mills | +13 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakeside | N | N | 0 | 0 | N | N | N | N | N | N | N | 0 | 0 | −10 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lancaster | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lancaster Jct. | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lannon | +29 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Layton Park (Milw. Dist.) | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lebanon | +13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Leslie | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Leyden | +17 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Liberty | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lima Center | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lincoln Ave. (Milw. Dist.) | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Livingston | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Knowles | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | +18 | N | +8 | +8 | +18 | +18 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Koskonong | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +27 | +21 | N | +27 | +27 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| La Farge | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Beulah | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Elizabeth | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | +40 | +40 | N | +30 | +40 | +40 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Geneva | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +31 | +25 | N | +31 | +31 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Mills | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakeside | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lancaster | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | +15 | +15 | +25 | +25 | N | N | +48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lancaster Jct. | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | +15 | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lannon | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +36 | +30 | N | +36 | +36 | +10 | N | 0 | 0 | +10 | +10 | +24 | +24 | +24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Layton Park (Milw. Dist.) | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | +8 | N | −2 | +8 | +8 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lebanon | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | 0 | 0 | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Leslie | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Leyden | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +34 | +28 | N | +34 | +34 | +25 | +25 | N | +15 | +25 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Liberty | −20 | N | N | N | N | N | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | +15 | +15 | +25 | +25 | N | N | +48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lima Center | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lincoln Ave. (Milw. Dist.) | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +55 | +55 | N | +45 | +55 | +55 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Livingston | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lomira | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| London | +13 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lone Rock | +13 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lower Fowler (Milw. Dist.) | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lynxville | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Lyons | −3 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Madison | +4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Magnolia | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mapleton | −27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Marshall | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Martintown | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 |
| Mayville | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mazomanie | +13 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McCartney | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| McFarland | +4 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mendota | +29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Menomonee Falls | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Merton | +13 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Middleton | +13 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milton | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lomira | −20 | −22 | −22 | N | −22 | −22 | 0 | 0 | +30 | +24 | N | N | +30 | +18 | N | +8 | +8 | +18 | +18 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| London | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lone Rock | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lower Fowler (Milw. Dist.) | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lynxville | −20 | N | −30 | N | N | −30 | −10 | −10 | +47 | +41 | +30 | +30 | +47 | N | N | N | N | N | N | N | N | +35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lyons | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +14 | +8 | N | +14 | +14 | +40 | N | +30 | +30 | +40 | +40 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Madison | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +21 | +15 | N | +21 | +21 | +25 | +25 | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Magnolia | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +27 | +21 | N | +27 | +27 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mapleton | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | 0 | 0 | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Marshall | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | 0 | N | −10 | −10 | 0 | 0 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Martintown | −20 | −30 | −30 | N | N | −30 | −5 | −5 | N | N | N | N | N | N | N | N | N | +25 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mayville | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | +18 | N | +8 | +8 | +18 | +18 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mazomanie | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McCartney | −20 | N | −30 | N | N | −30 | −10 | −10 | +30 | +24 | +30 | +30 | +30 | N | N | N | N | N | N | N | N | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McFarland | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +21 | +15 | N | +21 | +21 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mendota | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +39 | +33 | N | +42 | +46 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Menomonee Falls | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +29 | +29 | +29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Merton | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | 0 | N | −10 | −10 | 0 | 0 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Middleton | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milton | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Milton Junction | +13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milwaukee | -17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milwaukee Shops (Milw.) | -17 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milwaukee Stock Yards (Milw.) | -17 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mineral Point | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minnesota Junction | +23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Monroe | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Montfort | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Monticello | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Morgans Farm | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Morrisonville | +20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mt. Horeb | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mukwanago | N | 0 | 0 | 0 | N | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Muscoda | +13 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Muskego Center | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Muskego Yard (Milw. Dist.) | -17 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nasbro | N | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nashotah | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nashotah Road | N | N | 0 | N | N | N | N | N | N | N | N | 0 | 0 | N | N | 0 | N | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| National Home | -17 | N | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Milton Jct. | -20 | -30 | -30 | N | -30 | -30 | -5 | -5 | +27 | +21 | N | +30 | +30 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milwaukee | 0 | -22 | -22 | N | -22 | -22 | 0 | 0 | 0 | -6 | N | 0 | 0 | +8 | N | -2 | -2 | +8 | +8 | -7 | -7 | -7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milwaukee Shops (Milw.) | 0 | -22 | -22 | N | -22 | -22 | 0 | 0 | 0 | -6 | N | 0 | 0 | +8 | N | -2 | -2 | +8 | +8 | -7 | -7 | -7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milwaukee Stock Yards (Milw.) | 0 | -22 | -22 | N | -22 | -22 | 0 | 0 | 0 | -6 | N | 0 | 0 | +8 | N | -2 | -2 | +8 | +8 | -7 | -7 | -7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mineral Point | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minnesota Jct. | -20 | -22 | -22 | N | -22 | -22 | -10 | -10 | +30 | +24 | N | +30 | +30 | +12 | +12 | +2 | +2 | +12 | +12 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Monroe | -20 | -30 | -30 | N | -30 | -30 | -5 | -5 | +39 | +33 | N | +39 | +39 | +35 | N | +25 | +25 | +35 | +35 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Montfort | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Monticello | -20 | -30 | -30 | N | -30 | -30 | -5 | -5 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Morgans Farm | -20 | -30 | -30 | N | -30 | -30 | -5 | -5 | +39 | +33 | N | +39 | +39 | +55 | N | +45 | +45 | +55 | +55 | +27 | +27 | +27 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Morrisonville | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +47 | +41 | N | +47 | +47 | +27 | N | +17 | +17 | +27 | +27 | +25 | +25 | +25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mt. Horeb | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mukwanago | -20 | -22 | -22 | N | -22 | -22 | -10 | -10 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | +10 | +10 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Muscoda | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +30 | +24 | N | +30 | +30 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Muskego Center | -20 | -22 | -22 | N | -22 | -22 | -10 | -10 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | +10 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Muskego Yard (Milw. Dist.) | 0 | -22 | -22 | N | -22 | -22 | -10 | -10 | 0 | -6 | N | 0 | 0 | +8 | N | -2 | -2 | +8 | +8 | -7 | -7 | -7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nasbro | -20 | -22 | -22 | N | -22 | -22 | -10 | -10 | +30 | +24 | N | +30 | +30 | +18 | N | +8 | +8 | +18 | +18 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nashotah | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nashotah Road | -20 | -30 | N | N | -30 | -30 | -10 | -10 | +39 | +33 | N | N | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| National Home | 0 | N | -22 | N | N | -22 | 0 | 0 | 0 | -6 | N | 0 | 0 | +8 | N | -2 | -2 | +8 | +8 | -7 | -7 | -7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Neda | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Glarus | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Ice House Spur | 0 | N | 0 | 0 | 0 | 0 | N | N | N | N | N | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nine Springs | +4 | N | 0 | 0 | 0 | 0 | N | N | N | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Ave. (Milw. Dist.) | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Fond du Lac | N | 0 | 0 | 0 | N | N | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Lake | +13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Milwaukee (Milw. Dist.) | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Prairie | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oak Center | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oak Field | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oakwood | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oconomowoc | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Okauchee | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Old Ice House Spur | 0 | N | 0 | 0 | 0 | 0 | N | N | N | N | N | 0 | 0 | N | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oliver | N | 0 | 0 | 0 | 0 | 0 | N | 0 | N | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oregon | +4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orfordville | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Palmyra | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pell Lake | +4 | N | 0 | 0 | N | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Neda | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | +18 | N | +8 | +8 | +18 | +18 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Glarus | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | + 27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Ice House Spur | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +17 | +11 | N | +17 | +17 | +40 | N | +30 | +30 | +40 | +40 | +10 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nine Springs | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +21 | +15 | N | +21 | +21 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Ave. (Milw. Dist.) | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Fond Du Lac | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | N | +30 | +25 | N | +15 | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Lake | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | 0 | 0 | −10 | −10 | 0 | 0 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Milwaukee (Milw. Dist.) | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Prairie | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oak Center | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | *+18 | +18 | +8 | +8 | +18 | +18 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oak Field | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | *+18 | +18 | +8 | +8 | +18 | +18 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oakwood | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oconomowoc | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Okauchee | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Old Ice House Spur | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +17 | +11 | N | +17 | +17 | +40 | N | +30 | +30 | +40 | +40 | +10 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oliver | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | +18 | N | +8 | +8 | +18 | +18 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oregon | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +21 | +15 | N | +21 | +21 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orfordville | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +39 | +33 | N | +39 | +39 | +35 | N | +25 | +25 | +35 | +35 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Palmyra | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pell Lake | −20 | N | N | N | −30 | −30 | −10 | −10 | +31 | +25 | N | +31 | +31 | +25 | +15 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*From Roanoke, Ill. −5.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Perrigo spur | +22 | N | 0 | 0 | 0 | 0 | N | N | N | N | N | 0 | 0 | N | N | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Petersburg | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pewaukee | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pipers | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pipersville Road | N | N | 0 | N | N | 0 | N | N | −10 | N | 0 | 0 | 0 | −10 | N | 0 | N | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Platteville | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pleasant Prairie | +4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portage | +13 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Porters | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Potosi | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Powerton | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Poynette | +20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Prairie Du Chien | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Prairie Du Sac | +14 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Preston | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Racine | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Racine Jct | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Racine Quarry | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Racine "Y" | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ranney | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Perrigo Spur | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +39 | +33 | N | +39 | +39 | +55 | N | +45 | +45 | +55 | +55 | +27 | +27 | +27 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Petersburg | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pewaukee | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pipers | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | *−10 | N | −20 | −20 | −10 | −10 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pipersville Road | −20 | −30 | N | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +25 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Platteville | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +26 | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pleasant Prairie | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | N | +30 | +40 | +40 | N | +30 | +40 | +40 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portage | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | +27 | N | +17 | +17 | +27 | +27 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Porters | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +39 | +33 | N | +39 | +39 | N | N | N | N | N | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Potosi | −20 | N | −30 | N | N | −30 | −10 | −10 | +30 | +24 | +30 | +30 | +30 | N | N | N | N | N | +25 | N | N | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Powerton | −20 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Poynette | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +37 | +31 | N | +37 | +37 | +17 | N | +7 | +7 | +17 | +17 | +25 | +25 | +25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Prairie du Chien | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +52 | +46 | +52 | +52 | +52 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Prairie du Sac | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +31 | +25 | N | +31 | +31 | +25 | N | +15 | +15 | +25 | +25 | +19 | +19 | +19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Preston | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Racine | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −10 | −10 | −20 | −20 | −10 | −10 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Racine Jct | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | −10 | −10 | −20 | −20 | −10 | −10 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Racine Quarry | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | *+8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Racine "Y" | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | *−10 | N | −20 | −20 | −10 | −10 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ranney | 0 | −22 | N | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +5 | N | −5 | −5 | +5 | +5 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Applies from Wilmington Mine, Ill., only.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rawson | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Readstown | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reed Street (Milw. Dist.) | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reeseville | +24 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rewey | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Richfield | +20 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Richland Center | +14 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Richwood | +39 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ridgeway | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rileys | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rio | +15 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Riton | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rockfield | N | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rosewood | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rubicon | +19 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rugby Jct | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Francis | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Hubert | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Martins | N | N | 0 | N | N | 0 | 0 | N | N | N | N | N | 0 | −10 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Salem | +4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rawson | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | *+8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Readstown | 0 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reed Street (Milw. Dist.) | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reeseville | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +41 | +35 | N | +41 | +41 | +27 | N | +17 | +17 | +27 | +27 | +29 | +29 | +29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rewey | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Richfield | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +37 | +31 | N | +37 | +37 | +25 | N | +15 | +15 | +25 | +25 | +30 | +30 | +30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Richland Center | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +31 | +25 | N | +31 | +31 | +25 | N | +15 | +15 | +25 | +25 | +19 | +19 | +19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Richwood | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +46 | +40 | N | +46 | +46 | +32 | N | +22 | +22 | +32 | +32 | +34 | +34 | +34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ridgeway | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rileys | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rio | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +32 | +26 | N | +32 | +32 | +2 | N | −8 | −8 | +2 | +2 | +20 | +20 | +20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Riton | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +39 | +33 | N | +39 | +39 | +55 | N | +45 | +45 | +55 | +55 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rockfield | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | x0 | 0 | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rosewood | −20 | −22 | −22 | N | −22 | −22 | 0 | 0 | +17 | +11 | N | +17 | +17 | +40 | N | +30 | +30 | +40 | +40 | +10 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rubicon | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +36 | +30 | N | +36 | +36 | +6 | N | −4 | −4 | +6 | +6 | +24 | +24 | +24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rugby Jct | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +38 | +32 | N | N | +88 | +15 | N | +5 | +5 | +15 | +15 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Francis | 0 | −22 | −22 | N | −22 | −22 | −10 | −10 | 0 | −6 | N | 0 | 0 | +8 | +8 | N | −2 | +8 | +8 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Hubert | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +38 | +32 | N | N | +38 | +15 | N | +5 | +5 | +15 | +15 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Martins | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | +10 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Salem | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | +40 | +40 | N | +30 | +40 | +40 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Applies from Wilmington Mine, Ill., only.

x From Roanoke, Ill. −5.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sauk City | +14 | 0 | 0 | 0 | 0 | N | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Schultz | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 |
| Sharon | −28 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | −45 | 0 | 0 | 0 | −45 | −45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shorewood | N | 0 | 0 | N | N | 0 | 0 | 0 | −5 | N | 0 | 0 | 0 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shullsburg | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Silver Lake | +4 | 0 | 0 | 0 | N | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Six Mile Road | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Slateford | +22 | N | N | N | N | N | N | N | −10 | N | N | N | N | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Slinger | +21 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Soldiers Grove | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Somers | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Byron | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Kenosha | N | N | 0 | N | N | 0 | 0 | N | N | N | 0 | 0 | 0 | N | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| South Milwaukee | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Wayne | +16 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Springfield | −3 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spring Green | +13 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| State Home Spur | 0 | N | 0 | 0 | 0 | 0 | N | N | N | N | N | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stearns | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 |
| Steuben | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | * | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sauk City | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +31 | +25 | N | +31 | +31 | +25 | N | +15 | +15 | +25 | +25 | +19 | +19 | +19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Schultz | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +21 | +15 | N | N | +21 | *+25 | N | N | +15 | +25 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sharon | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +6 | 0 | N | −26 | +6 | x+25 | +5 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shorewood | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | *0 | 0 | −10 | −10 | 0 | 0 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shullsburg | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Silver Lake | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | +40 | +40 | +30 | +30 | +40 | +40 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Six Mile Road | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | *+8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Slateford | 0 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Slinger | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +36 | +30 | N | +36 | +36 | +25 | N | +15 | +15 | +25 | +25 | +26 | +26 | +26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Soldiers Grove | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Somers | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +5 | N | −5 | −5 | +5 | +5 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Byron | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | +18 | N | +8 | +8 | +18 | +18 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Kenosha | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | −2 | N | −12 | −12 | −2 | −2 | −9 | −9 | −9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Milwaukee | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | +8 | N | −2 | +8 | +8 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Wayne | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +33 | +27 | N | +33 | +33 | +25 | N | +15 | +15 | +25 | +25 | +21 | +21 | +21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Springfield | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +14 | +8 | N | +14 | +14 | +40 | N | +30 | +30 | +40 | +40 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spring Green | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| State Home Spur | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | +17 | +11 | N | +17 | +17 | +40 | N | +30 | +30 | +40 | +40 | +10 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stearns | −20 | −30 | −30 | N | N | −30 | −5 | −5 | +21 | +15 | N | N | +21 | +25 | N | N | +15 | +25 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Steuben | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Applies from Wilmington Mine, Ill, only.
x From Minonk, Ill.: +5.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stitzer | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stone Quarry | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stoughton | +4 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stowell (Milw. Dist.) | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Strawbridge | −22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sturtevant | N | 0 | 0 | 0 | 0 | 0 | N | N | −10 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sullivan | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Summit | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 |
| Summit Center Road | N | N | 0 | N | N | 0 | N | N | N | N | 0 | 0 | 0 | N | N | 0 | N | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sun Prairie | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sussex | +13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Swift Ice House Spur | 0 | N | 0 | 0 | 0 | 0 | N | N | N | N | N | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Syene | −1 | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −15 | N | −5 | −5 | −5 | −15 | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −5 |
| Sylvania | 0 | 0 | 0 | −5 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Theresa | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tiffany | +22 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trevor | N | 0 | 0 | 0 | N | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Truesdell | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Twin Bluffs | +14 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Twin Lakes | +4 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stitzer | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | +15 | +15 | +25 | +25 | N | N | +48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stone Quarry | −20 | N | N | N | −22 | −22 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stoughton | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +21 | +15 | N | +21 | +21 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stowell (Milw. Dist.) | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Strawbridge | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sturtevant | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | N | 0 | +5 | N | −5 | −5 | +5 | +5 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sullivan | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Summit | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +21 | +15 | N | N | +21 | *+25 | N | N | +15 | +25 | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Summit Center Road | −20 | −30 | N | N | −30 | −30 | −10 | −10 | +39 | +33 | N | N | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sun Prairie | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sussex | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +38 | +32 | N | +32 | +38 | +15 | 0 | +5 | +5 | +15 | +15 | +20 | +20 | +20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Swift Ice House Spur | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | +17 | +11 | N | +17 | +17 | +40 | N | +30 | +30 | +40 | +40 | +10 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Syene | −25 | −35 | −35 | N | −35 | −35 | −10 | −10 | +17 | +11 | N | +17 | +17 | +20 | +20 | N | +10 | +20 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sylvania | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | +17 | +11 | N | +17 | +17 | +40 | N | +30 | +30 | +40 | +40 | +10 | +10 | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Theresa | −20 | −22 | −22 | N | −17 | −17 | −10 | −10 | +30 | +24 | N | N | +30 | +18 | N | +8 | +8 | +18 | +18 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tiffany | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +55 | +55 | N | +45 | +55 | +55 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trevor | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +17 | +30 | +40 | N | +30 | +30 | +40 | +40 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Truesdell | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | +30 | +24 | N | +30 | +30 | +5 | N | −5 | −5 | +5 | +5 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Twin Bluffs | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +31 | +25 | N | +31 | +31 | +25 | N | +15 | +15 | +25 | +25 | +19 | +19 | +19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Twin Lakes | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +30 | +24 | N | +30 | +30 | +40 | +40 | N | +30 | +40 | +40 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Applies from Wilmington Mine, Ill., only.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Union Grove | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Upper Fowler (Milw. Dist.) | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vernon | N | 0 | 0 | 0 | N | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Verona | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Viola | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wales | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walworth | −3 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waterloo | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Watertown | +22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waukesha | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waukesha Beach | N | N | 0 | N | N | 0 | N | N | −10 | N | 0 | 0 | 0 | −10 | N | 0 | N | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waunakee | +24 | 0 | 0 | 0 | 0 | 0 | 0 | −9 | −10 | N | −9 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wauwatosa (Milw. Dist.) | −17 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wauzeka | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Allis (Milw. Dist.) | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Bend | N | 0 | 0 | 0 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Jct | N | N | 0 | 0 | N | N | N | N | N | N | N | 0 | 0 | −10 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheatland | N | 0 | 0 | 0 | N | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Whitewater | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilcox | −3 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Union Grove | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | +17 | +11 | N | +17 | +17 | +40 | N | +30 | +30 | +40 | +40 | N | N | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Upper Fowler (Milw. Dist.) | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | N | −2 | −2 | +8 | +8 | N | N | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vernon | −20 | −22 | −22 | N | −22 | −22 | 0 | 0 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Verona | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Viola | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wales | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walworth | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +14 | +8 | N | +14 | +14 | +40 | N | +30 | +30 | +40 | +40 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waterloo | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Watertown | −20 | −50 | −50 | N | −50 | −50 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waukesha | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | +25 | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waukesha Beach | −20 | −30 | N | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waunakee | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +50 | +44 | N | +50 | +50 | *+15 | +15 | +5 | +5 | +15 | +15 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wauwatosa (Milw. Dist.) | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wauzeka | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Allis (Milw. Dist.) | 0 | −22 | −22 | N | −22 | −22 | 0 | 0 | 0 | −6 | N | 0 | 0 | +8 | +8 | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Bend | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +30 | +24 | N | +30 | +30 | x+8 | +8 | −2 | −2 | +8 | +8 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Jct | −20 | −22 | −22 | N | −22 | −22 | 0 | 0 | +30 | +24 | N | +30 | +30 | +8 | N | −2 | −2 | +8 | +8 | −7 | −7 | −7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheatland | −20 | −22 | −22 | N | −22 | −22 | −10 | −10 | +17 | +11 | N | +17 | +17 | +40 | N | +30 | +30 | +40 | +40 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Whitewater | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +17 | +11 | N | +17 | +17 | +25 | N | +15 | +15 | +25 | +25 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilcox | −20 | −30 | −30 | N | −30 | −30 | −5 | −5 | +14 | +8 | N | +14 | +14 | +30 | N | +20 | +20 | +30 | +80 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

* From Roanoke, Ill. +6.
x From Roanoke, Ill. −5.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 42*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Williams Bay | +4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Windsor | +24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodford | N | 0 | 0 | 0 | N | 0 | 0 | N | N | N | 0 | 0 | 0 | -10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodland | +23 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodman | +22 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodworth | +4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wyalusing | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wyocena | +15 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Zenda | -3 | 0 | 0 | 0 | 0 | 0 | N | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 72 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wisconsin: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Williams Bay | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +31 | +25 | N | +31 | +31 | +25 | +25 | N | +15 | +25 | +25 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Windsor | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +41 | +35 | N | +41 | +41 | +27 | N | +17 | +17 | +27 | +27 | +29 | +29 | +29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodford | -20 | -30 | -30 | N | N | -30 | -5 | -5 | N | N | N | N | N | N | N | N | N | +25 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodland | -20 | -22 | -22 | N | -22 | -22 | -10 | -10 | +30 | +24 | N | +30 | +20 | +6 | N | -4 | -4 | +6 | +6 | +18 | +18 | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodman | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +39 | +33 | N | +39 | +39 | +25 | N | +15 | +15 | +25 | +25 | +27 | +27 | +27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodworth | -20 | -22 | -22 | N | -22 | -22 | -10 | -10 | +30 | +24 | N | N | +30 | +40 | +40 | N | +30 | +40 | +40 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wyalusing | -20 | N | -30 | N | N | -30 | -10 | -10 | +35 | +29 | +35 | +35 | +35 | N | N | N | N | N | N | N | N | +23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wyocena | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +32 | +26 | N | +32 | +32 | -3 | N | -13 | -13 | -3 | -3 | +20 | +20 | +20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Zenda | -20 | -30 | N | N | -30 | -30 | -5 | -5 | +14 | +8 | N | +14 | +14 | +40 | N | +30 | +30 | +40 | +40 | +18 | +18 | +18 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Prices for All-Rail Shipment Into Market Areas Nos. 43, 44, 45, 200, 201, 202, 203, 213 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| | 9 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | 190 | 155 | 235 |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 209 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 225 |
| | 50 | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ----- | ----- | ----- | ----- | 200 |
| 8 | 91 | 80 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 195 | 195 | 195 | 195 | 170 | 160 | 110 | 60 | 205 | 205 | 205 | 205 | 190 | 190 | 180 | 160 | 180 | 170 | ----- | ----- | 225 |
| 9 | 136 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | 200 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 10 | 49 | 82 | 200 | 195 | 190 | 180 | 175 | 165 | 155 | 160 | 135 | 135 | 135 | 135 | 120 | 110 | 50 | 30 | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 130 | 120 | 130 | ----- | 165 |
| 11 | 77 | 80 | 240 | 240 | 240 | 230 | 220 | 210 | 190 | 200 | 170 | 170 | 170 | 170 | 120 | 110 | 60 | 30 | 190 | 190 | 190 | 190 | 180 | 145 | 135 | 105 | 130 | 120 | 130 | ----- | 210 |

*Prices for All-Rail Shipment Into Market Areas Nos. 43, 44, 45, 200, 201, 202, 203, 213 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*—Continued

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 12 | 132 | 40 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 185 |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 130, 131 | 41 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 165 |
| 14 | 21 | 70 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| | 123 | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 162 | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 171 | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 186 | 74 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 185 |
| 16 | 45 | 21 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 175 |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5, 22 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | 200 | 195 | 190 | 180 | 175 | 165 | 155 | 160 | 135 | 135 | 135 | 135 | 105 | 95 | 30 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 115 | 105 | ----- | ----- | 165 |
| 17 | 47, 142 | 31 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ----- | ----- | 175 |
| 18 | 165 | 33 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ----- | ----- | 175 |
| 19 | 145 | 21 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 125 | 115 | ----- | ----- | 165 |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 165 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | 185 | 180 | 175 | 165 | 160 | 155 | 150 | 145 | 135 | 135 | 135 | 135 | 105 | 95 | 30 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 115 | 105 | ----- | ----- | 155 |
| 21 | 20, 138 | 27 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 165 |
| 22 | 23, 24 | 32 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 125 | 115 | ----- | ----- | 165 |
| 23 | 170 | 49 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| 24 | 17, 35, 46, 87, 152 | 91 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | 215 | 215 | 215 | 215 | 205 | 205 | 195 | 165 | 185 | 175 | ----- | ----- | 215 |
| 25 | 13, 71 | 91 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 175 | ----- | ----- | 215 |
| | 60 | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 78 | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 80 | 125 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 175 | ----- | ----- | 215 |
| | 81, 82 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 95 | 95 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | 215 | 215 | 215 | 215 | 205 | 205 | 195 | 165 | 185 | 175 | ----- | ----- | 215 |
| 28 | 84 | 92 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 215 | 215 | 215 | 215 | 205 | 205 | 195 | 165 | ----- | ----- | ----- | ----- | 215 |
| 29 | 189 | 116 | 295 | 290 | 285 | 275 | 270 | 260 | 245 | 250 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 245 | 245 | 245 | 245 | 235 | 235 | 225 | 195 | ----- | ----- | ----- | ----- | 260 |
| 30 | 125 | 114 | 295 | 290 | 285 | 275 | 270 | 260 | 245 | 250 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | 215 | 215 | 215 | 215 | 205 | 205 | 195 | 165 | 185 | 175 | ----- | ----- | 260 |
| 31 | 150 | 111 | 295 | 290 | 285 | 275 | 270 | 260 | 245 | 250 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 175 | ----- | ----- | 260 |
| | 164 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 98 | 117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 175 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 73 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 19, 126 | 114 | 255 | 250 | 245 | 235 | 230 | 225 | 220 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 175 | ----- | ----- | 225 |
| 33 | 1 | 91 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 175 | ----- | ----- | 215 |
| 34 | 2 | 10 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | 210 | 210 | 210 | 210 | 200 | 200 | 190 | 160 | 180 | 170 | ----- | ----- | 215 |

*Prices for All-Rail Shipment Into Market Area No. 46 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions and Excluding Destinations Listed Hereinafter*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| | 9 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | 190 | 155 | 235 |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 225 |
| | 50 | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ----- | ----- | ----- | ----- | 200 |
| 8 | 91 | 80 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 195 | 195 | 195 | 195 | 170 | 160 | 110 | 60 | 205 | 205 | 205 | 205 | 190 | 190 | 180 | 160 | 180 | 170 | ----- | ----- | 225 |
| 9 | 136 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | 200 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 10 | 49 | 82 | 200 | 195 | 190 | 180 | 175 | 165 | 155 | 160 | 135 | 135 | 135 | 135 | 120 | 110 | 50 | 30 | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 130 | 120 | 130 | ----- | 165 |
| 11 | 77 | 80 | 240 | 240 | 240 | 230 | 220 | 210 | 190 | 200 | 170 | 170 | 170 | 170 | 120 | 110 | 60 | 30 | 190 | 190 | 190 | 190 | 180 | 145 | 135 | 105 | 130 | 120 | 130 | ----- | 210 |
| 12 | 132 | 40 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 185 |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 130, 131 | 41 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 165 |
| 14 | 21 | 70 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| | 123 | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 162 | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 171 | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 186 | 74 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 166 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 185 |
| 16 | 45 | 21 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 175 |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5, 22 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | 200 | 195 | 190 | 180 | 175 | 165 | 155 | 160 | 135 | 136 | 135 | 135 | 105 | 95 | 30 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 115 | 105 | ----- | ----- | 165 |
| 17 | 47, 142 | 31 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ----- | ----- | 175 |
| 18 | 165 | 33 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ----- | ----- | 175 |
| 19 | 145 | 21 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 125 | 115 | ----- | ----- | 165 |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 165 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 20, 138 | 27 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 165 |
| 22 | 23, 24 | 32 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 125 | 115 | ----- | ----- | 165 |
| 23 | 170 | 49 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| 24 | 17, 35, 46, 87, 152 | 91 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | 215 | 215 | 215 | 215 | 205 | 205 | 195 | 165 | 185 | 175 | ----- | ----- | 215 |
| 25 | 13, 71 | 91 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 175 | ----- | ----- | 215 |
| | 60 | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 78 | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

*Prices for All-Rail Shipment Into Market Area No. 46 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions and Excluding Destinations Listed Hereinafter*—Continued

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 26 | 80 | 125 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 175 | ----- | ----- | 215 |
| | 81, 82 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 95 | 95 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | 215 | 215 | 215 | 215 | 205 | 205 | 195 | 165 | 185 | 175 | ----- | ----- | 215 |
| 28 | 84 | 92 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 215 | 215 | 215 | 215 | 205 | 205 | 195 | 165 | 185 | 175 | ----- | ----- | 215 |
| 29 | 189 | 116 | 295 | 290 | 285 | 275 | 270 | 260 | 245 | 250 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 245 | 245 | 245 | 245 | 235 | 235 | 225 | 195 | ----- | ----- | ----- | ----- | 260 |
| 30 | 125 | 114 | 295 | 290 | 285 | 275 | 270 | 260 | 245 | 250 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | 215 | 215 | 215 | 215 | 205 | 205 | 195 | 165 | 185 | 175 | ----- | ----- | 260 |
| 31 | 150 | 111 | 295 | 290 | 285 | 275 | 270 | 260 | 245 | 250 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 175 | ----- | ----- | 260 |
| | 164 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 98 | 117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 73, 175 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 19, 126 | 114 | 255 | 250 | 245 | 235 | 230 | 225 | 220 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 175 | ----- | ----- | 225 |
| 33 | 1 | 91 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 175 | ----- | ----- | 215 |
| 34 | 2 | 10 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | 210 | 210 | 210 | 210 | 200 | 200 | 190 | 160 | 185 | 175 | ----- | ----- | 215 |

*Prices for All-Rail Shipment to Destinations in Market Area No. 46 (Except for Railroad Locomotive Fuel) Listed Hereinafter, Subject to Price Adjustments Shown Thereon; and Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| | 9 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | 190 | 155 | 235 |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 147, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 225 |
| | 50 | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ----- | ----- | ----- | ----- | 200 |
| 8 | 91 | 80 | 265 | 265 | 265 | 255 | 245 | 235 | 210 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 70 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | ----- | ----- | 235 |
| 9 | 136 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | 210 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 10 | 49 | 82 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 130 | 120 | 60 | 40 | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 140 | 130 | 140 | ----- | 175 |
| 11 | 77 | 80 | 250 | 250 | 250 | 240 | 230 | 220 | 200 | 210 | 180 | 180 | 180 | 180 | 130 | 120 | 70 | 40 | 200 | 200 | 200 | 200 | 190 | 155 | 145 | 115 | 140 | 130 | 140 | ----- | 220 |
| 12 | 132 | 40 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 185 |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 130, 131 | 41 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

*Prices for All-Rail Shipment to Destinations in Market Area No. 46 (Except for Railroad Locomotive Fuel) Listed Hereinafter, Subject to Price Adjustments Shown Thereon; and Subject to Price Instructions and Exceptions*—Continued

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 14 | 21 | 70 | 245 | 240 | 235 | 225 | 220 | 215 | 210 | 205 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 175 | 165 | ----- | ----- | 215 |
| | 123 | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 162 | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 171 | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 186 | 74 | 245 | 240 | 235 | 225 | 220 | 215 | 210 | 205 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | ----- | 205 | 205 | 205 | 205 | 195 | 195 | 185 | 155 | 175 | 165 | ----- | ----- | 215 |
| 16 | 45 | 21 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 175 |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5, 22 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 47, 142 | 31 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ----- | ----- | 175 |
| 18 | 165 | 33 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ----- | ----- | 175 |
| 19 | 145 | 21 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 125 | 115 | ----- | ----- | 165 |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 165 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 20, 138 | 27 | 205 | 200 | 195 | 185 | 180 | 175 | 170 | 165 | 155 | 155 | 155 | 155 | 125 | 115 | 50 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 135 | 125 | ----- | ----- | 175 |
| 22 | 23, 24 | 32 | 205 | 200 | 195 | 185 | 180 | 175 | 170 | 165 | 155 | 155 | 155 | 155 | 125 | 115 | 50 | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 135 | 125 | ----- | ----- | 175 |
| 23 | 170 | 49 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| 24 | 17, 35, 46, 87, 152 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ----- | ----- | 185 |
| 25 | 13-71 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 185 |
| | 60 | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 78 | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 80 | 125 | 227 | 222 | 215 | 207 | 202 | 197 | 197 | 197 | 187 | 187 | 187 | 187 | 157 | 147 | 82 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 167 | 157 | ----- | ----- | 197 |
| | 81-82 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 95 | 95 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ----- | ----- | 185 |
| 28 | 84 | 92 | 221 | 216 | 211 | 201 | 196 | 191 | 191 | 191 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 191 | 191 | 191 | 191 | 181 | 181 | 171 | 141 | ----- | ----- | ----- | ----- | 191 |
| 29 | 189 | 116 | 310 | 305 | 300 | 290 | 285 | 275 | 260 | 265 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 260 | 260 | 260 | 260 | 250 | 250 | 240 | 210 | ----- | ----- | ----- | ----- | 275 |
| 30 | 125 | 114 | 300 | 295 | 290 | 280 | 275 | 265 | 250 | 255 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | 220 | 220 | 220 | 220 | 210 | 210 | 200 | 170 | 190 | 180 | ----- | ----- | 265 |
| 31 | 150 | 111 | 300 | 295 | 290 | 280 | 275 | 265 | 250 | 255 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | ----- | ----- | 265 |
| | 164 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 98 | 117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 73, 175 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 19 | 114 | 260 | 255 | 250 | 240 | 235 | 230 | 225 | 220 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | ----- | ----- | 230 |
| | 126 | 114 | 270 | 265 | 260 | 250 | 245 | 240 | 235 | 230 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 200 | 190 | ----- | ----- | 240 |
| 33 | 1 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 185 |
| 34 | 2 | 10 | 232 | 227 | 222 | 212 | 207 | 202 | 202 | 202 | 192 | 192 | 192 | 192 | 162 | 152 | 87 | ----- | 197 | 197 | 197 | 197 | 187 | 187 | 177 | 147 | 172 | 162 | ----- | ----- | 202 |

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 46*

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minnesota: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Afton (1) | +28 | N | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Afton (2) | +28 | N | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Antlers Park (1) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Antlers Park (2) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arcola (1) | N | 0 | N | N | 0 | N | N | 0 | −10 | N | 0 | N | N | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arcola (2) | N | 0 | N | N | 0 | N | N | 0 | −10 | N | 0 | N | N | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Argonne (1) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Argonne (2) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Atwood (1) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Atwood (2) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bald Eagle (1) | +28 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 |
| Bald Eagle (2) | +28 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 |
| Barden (1) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barden (2) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bayport (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bayport (2) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bloomington (1) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bloomington (2) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brookside (1) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brookside (2) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minnesota: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Afton, (1) | −30 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Afton (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Antlers Park, (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Antlers Park (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arcola (1) | N | −30 | N | N | −30 | −30 | N | N | N | N | N | N | N | +10 | N | 0 | 0 | +10 | +10 | N | N | N | N | N | N | N | 0 | 0 | N | N | N | N | 0 |
| Arcola (2) | N | −30 | N | N | −30 | −30 | N | N | N | N | N | N | N | +10 | N | 0 | 0 | +10 | +10 | N | N | N | N | N | N | N | 0 | 0 | N | N | N | N | 0 |
| Argonne (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Argonne (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Atwood (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Atwood (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bald Eagle (1) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bald Eagle (2) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barden (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | N | N | 0 | +10 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barden (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | N | N | 0 | +10 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bayport (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bayport (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +25 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bloomington (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +55 | +39 | +45 | +45 | +25 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bloomington (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brookside (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brookside (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

(1) Applicable to Size Groups 1 to 8, incl., and 34.
(2) Applicable to Size Groups 9 to 28, incl.
(3) Applicable to Size Groups 8 to 12, incl., and 17 to 20, incl.
(4) Applicable to Size Groups 13 to 16, incl., and 21 to 28, incl.
*Applies from Wilmington Mine, Ill. only.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 46*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minnesota: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Busch (1) | +8 | N | 0 | 0 | N | 0 | N | N | N | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Busch (2) | +8 | N | 0 | 0 | N | 0 | N | N | N | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cahill (1) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cahill (2) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Camden Place (1) | N | N | N | N | N | N | 0 | 0 | N | N | 0 | N | 0 | N | 0 | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | N | N | N |
| Camden Place (3) | N | N | N | N | N | N | 0 | 0 | N | N | 0 | N | 0 | N | 0 | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | N | N | N | N | N |
| Camden Place 4) | N | N | N | N | N | N | −40 | −40 | N | N | −40 | N | −40 | N | −40 | N | N | N | N | N | N | N | N | −40 | N | N | N | −40 | N | N | N | N | N |
| Carver (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Carver (2) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chaska (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chaska (2) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coates (1) | +28 | 0 | 0 | N | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coates (2) | +28 | 0 | 0 | N | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Credit River (1) | +28 | 0 | 0 | 0 | N | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Credit River (2) | +28 | 0 | 0 | 0 | N | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dayton's Bluff (1) | N | N | 0 | 0 | 0 | N | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | N | N | 0 | N | 0 | N | 0 | 0 | N | N | 0 | 0 | 0 | 0 | N | 0 | N |
| Dayton's Bluff (3) | N | N | 0 | 0 | 0 | N | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | N | N | 0 | N | 0 | N | 0 | 0 | N | N | 0 | 0 | 0 | 0 | N | 0 | N |
| Dayton's Bluff (4) | N | N | 0 | 0 | 0 | N | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | N | N | 0 | N | 0 | N | +40 | 0 | N | N | 0 | 0 | +40 | +40 | N | +40 | N |
| Eden Prairie (1) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eden Prairie (2) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minnesota: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Busch (1) | −20 | −52 | N | N | −47 | −47 | −10 | −10 | +30 | +24 | +30 | +30 | +30 | N | N | −20 | N | −5 | −5 | +13 | +13 | +13 | 0 | 0 | 0 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Busch (2) | −20 | −52 | N | N | −47 | −47 | −10 | −10 | +30 | +24 | +30 | +30 | +30 | N | N | −20 | N | −5 | −5 | +13 | +13 | +13 | 0 | 0 | 0 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cahill (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cahill (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Camden Place (1) | −20 | N | N | N | N | N | N | −10 | +45 | +45 | N | N | +45 | +10 | N | 0 | 0 | +10 | +10 | N | N | N | 0 | N | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 |
| Camden Place (3) | −20 | N | N | N | N | N | N | −10 | +45 | +45 | N | N | +45 | +10 | N | 0 | 0 | +10 | +10 | N | N | N | 0 | N | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 |
| Camden Place (4) | −60 | N | N | N | N | N | N | −10 | +5 | +5 | N | N | +5 | −30 | N | −40 | −40 | −30 | −30 | N | N | N | −40 | N | N | 0 | −40 | 0 | −40 | 0 | N | 0 | 0 |
| Carver (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Carver (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chaska (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chaska (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coates (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coates (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Credit River (1) | −20 | N | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Credit River (2) | −20 | N | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dayton's Bluff (1) | −20 | N | N | N | N | N | N | −10 | +45 | +39 | N | N | +45 | N | N | N | N | N | +10 | N | N | +33 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dayton's Bluff (3) | −20 | N | N | N | N | N | N | −10 | +45 | +39 | N | N | +45 | N | N | N | N | N | +10 | N | N | +33 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dayton's Bluff (4) | −20 | N | N | N | N | N | N | −10 | +45 | +39 | N | N | +45 | N | N | N | N | N | +10 | N | N | +33 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eden Prairie (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eden Prairie (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

(1) Applicable to Size Groups 1 to 8, incl., and 34.
(2) Applicable to Size Groups 9 to 28, incl.
(3) Applicable to Size Groups 8 to 12, incl., and 17 to 20, incl.
(4) Applicable to Size Groups 13 to 16, inc., and 21 to 28, incl.
*Applies from Wilmington Mine, Ill. only.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 46*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minnesota: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Edgewater (1) | N | N | 0 | 0 | N | 0 | 0 | N | N | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Edgewater (2) | N | N | 0 | 0 | N | 0 | 0 | N | N | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elevator Bay (1) | +28 | N | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elevator Bay (2) | +28 | N | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Empire (1) | +28 | 0 | 0 | N | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Empire (2) | +28 | 0 | 0 | N | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Farmington (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Farmington (3) | +51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Farmington (4) | +28 | 0 | 0 | −40 | 0 | 0 | 0 | 0 | −27 | N | 0 | 0 | 0 | −27 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fordson (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | −17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fordson (3) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fordson (4) | +28 | −40 | −40 | −40 | −40 | −40 | −40 | N | −50 | N | −40 | −40 | −40 | −50 | −40 | 0 | 0 | 0 | 0 | N | 0 | −40 | −40 | −40 | −40 | −40 | 0 | 0 | 0 | 0 | 0 | 0 | −40 |
| Fort Snelling (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fort Snelling (2) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glenwood Jct. (1) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glenwood Jct. (2) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gloster (1) | +28 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gloster (2) | +28 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grainwood (1) | +28 | 0 | 0 | 0 | N | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grainwood (2) | +28 | 0 | 0 | 0 | N | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minnesota: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Edgewater (1) | −20 | N | −47 | N | N | −47 | −10 | −10 | +30 | +24 | +30 | +30 | +30 | N | N | N | −15 | N | −15 | N | N | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Edgewater (2) | −20 | N | −47 | N | N | −47 | −10 | −10 | +30 | +24 | +30 | +30 | +30 | N | N | N | −15 | N | −15 | N | N | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elevator Bay (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elevator Bay (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Empire (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Empire (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Farmington (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Farmington (3) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +68 | +68 | +45 | +10 | N | +23 | 0 | +10 | +23 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Farmington (4) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fordson (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fordson (3) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fordson (4) | −60 | −30 | −70 | N | N | −30 | −50 | −50 | +5 | −1 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | −30 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fort Snelling (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fort Snelling (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glenwood Junction (1) | −20 | −30 | −30 | N | −62 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | −15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glenwood Junction (2) | −20 | −30 | −30 | N | −81 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | −34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gloster | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | N | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gloster (2) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | N | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grainwood (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grainwood (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

(1) Applicable to Size Groups 1 to 8, incl., and 34.
(2) Applicable to Size Groups 9 to 28, incl.
(3) Applicable to Size Groups 8 to 12, incl., and 17 to 20, incl.
(4) Applicable to Size Groups 13 to 16, incl., and 21 to 28, incl.
*Applies from Wilmington Mine, Ill. only.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 46*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minnesota: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hastings (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hastings (2) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hazel Park (1) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hazel Park (2) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hopkins (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hopkins (3) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hopkins (4) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Invergrove (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Invergrove (2) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Elmo (1) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Elmo (2) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakeland (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakeland (2) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakeland Junction (1) | N | N | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakeland Junction (2) | N | N | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakeville (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakeville (2) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Langdon (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Langdon (2) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | N | 0 | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minnesota: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hastings (1) | -20 | -30 | -30 | N | N | -30 | -10 | -10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hastings (2) | -20 | -30 | -30 | N | N | -30 | -10 | -10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hazel Park (1) | -20 | -30 | -30 | N | N | -30 | -10 | -10 | +45 | +39 | N | N | +45 | *+10 | N | N | 0 | +10 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hazel Park (2) | -20 | -30 | -30 | N | N | -30 | -10 | -10 | +45 | +39 | N | N | +45 | *+10 | N | N | 0 | +10 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hopkins (1) | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hopkins (3) | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hopkins (4) | -20 | -30 | -30 | N | -30 | -30 | -10 | -10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Invergrove (1) | -20 | -30 | -30 | N | N | -30 | -10 | -10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Invergrove (2) | -20 | -30 | -30 | N | N | -30 | -10 | -10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Elmo (1) | -20 | -30 | -30 | N | N | -30 | -10 | -10 | N | N | N | N | +45 | *+10 | +10 | N | 0 | +10 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Elmo (2) | -20 | -30 | -30 | N | N | -30 | -10 | -10 | N | N | N | N | +45 | *+10 | +10 | N | 0 | +10 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakeland (1) | -20 | -30 | -30 | N | N | -30 | -10 | -10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakeland (2) | -20 | -30 | -30 | N | N | -30 | -10 | -10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakeland Jct. (1) | -20 | -30 | -30 | N | N | -30 | -10 | -10 | N | N | N | +45 | +45 | *+10 | +10 | N | 0 | +10 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakeland Jct. (2) | -20 | -30 | -30 | N | N | -30 | -10 | -10 | N | N | N | +45 | +45 | *+10 | +10 | N | 0 | +10 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakeville (1) | -20 | -30 | -30 | N | N | -30 | -10 | -10 | +45 | +39 | +45 | +45 | +45 | +10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakeville (2) | -20 | -30 | -30 | N | N | -30 | -10 | -10 | +45 | +39 | +45 | +45 | +45 | +10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Langdon (1) | -20 | -30 | -30 | N | N | -30 | -10 | -10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Langdon (2) | -20 | -30 | -30 | N | N | -30 | -10 | -10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

(1) Applicable to Size Groups 1 to 8, incl., and 34.
(2) Applicable to Size Groups 9 to 28, incl.
(3) Applicable to Size Groups 8 to 12, incl., and 17 to 20, incl.
(4) Applicable to Size Groups 13 to 16, incl., and 21 to 28, incl.
*Applies from Wilmington Mine, Ill. only.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 46*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minnesota: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Masonic Home (1) | +28 | N | 0 | N | N | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Masonic Home (2) | +28 | N | 0 | N | N | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mendota (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mendota (2) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Merriam Park (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Merriam Park (3) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Merriam Park (4) | +28 | −40 | −40 | −40 | −40 | −40 | −40 | −40 | −50 | N | −40 | −40 | −40 | −50 | −40 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | −40 | 0 | −40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minneapolis (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minneapolis (3) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minneapolis (4) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minnehaha (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minnehaha (3) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minnehaha (4) | +28 | −40 | −40 | −40 | −40 | 0 | 0 | −40 | −50 | N | −40 | 0 | 0 | −50 | 0 | 0 | 0 | −40 | −40 | N | −40 | −40 | −40 | −40 | −40 | −40 | 0 | 0 | 0 | 0 | 0 | 0 | −40 |
| Minnesota Transfer (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minnesota Transfer (3) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minnesota Transfer (4) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nelson | N | N | 0 | 0 | N | 0 | 0 | N | N | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nesbitt (1) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nesbitt (2) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minnesota: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Masonic Home (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Masonic Home (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mendota (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | +10 | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mendota (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | +10 | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Merriam Park (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +45 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Merriam Park (3) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +45 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Merriam Park (4) | −60 | −30 | −30 | N | N | −30 | −50 | −50 | +5 | +5 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | −40 | −40 | −40 | −40 | 0 | 0 | −40 | −40 | −40 | −40 | 0 |
| Minneapolis (1) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minneapolis (3) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minneapolis (4) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minnehaha (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minnehaha (3) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minnehaha (4) | −60 | −30 | −70 | N | N | −30 | −50 | −10 | +5 | −1 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | −40 | −40 | −40 | 0 | 0 | 0 | −40 | 0 | −40 | 0 | 0 |
| Minnesota Transfer (1) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minnesota Transfer (3) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minnesota Transfer (4) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nelson | −20 | N | −47 | N | N | −47 | −10 | −10 | +30 | +24 | +30 | +30 | +30 | N | N | N | −15 | N | −5 | N | N | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nesbitt (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nesbitt (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

(1) Applicable to Size Groups 1 to 8, incl., and 34.
(2) Applicable to Size Groups 9 to 28, incl.
(3) Applicable to Size Groups 8 to 12, incl., and 17 to 20, incl.
(4) Applicable to Size Groups 13 to 16, inc., and 21 to 28, incl.
*Applies from Wilmington Mine, Ill., only.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 46*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minnesota: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Newport (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Newport (2) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nicollet Avenue (1) | +28 | N | N | N | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nicollet Avenue (3) | +28 | N | N | N | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nicollet Avenue (4) | −12 | N | N | N | 0 | 0 | 0 | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nicols (1) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Nicols (2) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| No. St. Paul (1) | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| No. St. Paul (3) | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| No. St. Paul (4) | N | 0 | 0 | 0 | 0 | 0 | N | 0 | −50 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orchard Gardens (1) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orchard Gardens (2) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orchard Lake (1) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orchard Lake (2) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oxboro (1) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oxboro (2) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Palmer (1) | +8 | 0 | 0 | N | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Palmer (2) | +8 | 0 | 0 | N | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Prior Lake (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Prior Lake (2) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minnesota: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Newport (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Newport (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nicollet Avenue (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nicollet Avenue (3) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nicollet Avenue (4) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nicols (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | N | N | +45 | +45 | +45 | *+10 | +10 | N | 0 | +10 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nicols (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | N | N | +45 | +45 | +45 | *+10 | +10 | N | 0 | +10 | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| No. St. Paul (1) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | N | N | +45 | N | N | N | 0 | +10 | +10 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| No. St. Paul (3) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | N | N | +45 | N | N | N | 0 | +10 | +10 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| No. St. Paul (4) | −20 | −34 | −70 | N | −34 | −34 | −10 | −10 | +45 | +39 | N | N | +45 | N | N | N | +10 | +10 | +10 | N | N | N | 0 | −40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orchard Gardens (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orchard Gardens (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orchard Lake (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orchard Lake (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oxboro (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oxboro (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Palmer (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +30 | +24 | +30 | +30 | +30 | N | N | −15 | −15 | −5 | −5 | +13 | +13 | +13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Palmer (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +30 | +24 | +30 | +30 | +30 | N | N | −15 | −15 | −5 | −5 | +13 | +13 | +13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Prior Lake (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Prior Lake (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

(1) Applicable to Size Groups 1 to 8, incl., and 34.
(2) Applicable to Size Groups 9 to 28, incl.
(3) Applicable to Size Groups 8 to 12, incl., and 17 to 20, incl.
(4) Applicable to Size Groups 13 to 16, incl., and 21 to 28, incl.
*Applies from Wilmington Mine, Ill., only.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 46*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minnesota: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pullman Avenue (1) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Pullman Avenue (2) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Rich Valley (1) | N | 0 | 0 | N | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rich Valley (2) | N | 0 | 0 | N | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Riedel | N | N | 0 | 0 | N | 0 | 0 | N | N | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rosemont (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rosemont (2) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Louis Park (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Louis Park (2) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Paul (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Paul (3) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Paul (4) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Paul Park (1) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| St. Paul Park (2) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Savage (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Savage (2) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shakopee (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shakopee (2) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minnesota: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pullman Avenue (1) | −20 | N | −30 | N | N | −30 | −10 | −10 | +45 | +39 | N | N | +45 | N | N | N | N | N | +10 | N | N | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pullman Avenue (2) | −20 | N | −30 | N | N | −30 | −10 | −10 | +45 | +39 | N | N | +45 | N | N | N | N | N | +10 | N | N | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rich Valley (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rich Valley (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Riedel | −20 | N | −47 | N | N | −47 | −10 | −10 | +30 | +24 | +30 | +30 | +30 | N | N | N | −15 | N | −5 | N | N | +18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rosemount (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rosemount (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Louis Park (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Louis Park (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Paul (1) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Paul (3) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Paul (4) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Paul Park (1) | −20 | N | −30 | N | N | −30 | −10 | −10 | +45 | +39 | N | N | +45 | N | N | N | N | N | +10 | N | N | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Paul Park (2) | −20 | N | −30 | N | N | −30 | −10 | −10 | +45 | +39 | N | N | +45 | N | N | N | N | N | +10 | N | N | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Savage (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Savage (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shakopee (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | +10 | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shakopee (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | +10 | N | 0 | +10 | N | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

(1) Applicable to Size Groups 1 to 8, incl., and 34.
(2) Applicable to Size Groups 9 to 28, incl.
(3) Applicable to Size Groups 8 to 12, incl., and 17 to 20, incl.
(4) Applicable to Size Groups 13 to 16, incl., and 21 to 28, incl.
*Applies from Wilmington Mine, Ill., only.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 46*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minnesota: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| South St. Paul (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South St. Paul (3) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South St. Paul (4) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stillwater (1) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stillwater (2) | +28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Superior Boulevard (1) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Superior Boulevard (2) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| White Bear (1) | +28 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 |
| White Bear (2) | +28 | 0 | 0 | 0 | 0 | 0 | N | 0 | −10 | N | 0 | 0 | 0 | −10 | 0 | N | N | 0 | 0 | N | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilson (1) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilson (2) | +28 | N | 0 | N | 0 | 0 | 0 | N | −10 | N | N | 0 | 0 | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winnetka | +8 | N | 0 | 0 | N | 0 | N | N | N | 0 | 0 | 0 | 0 | −10 | N | 0 | 0 | 0 | 0 | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Withrow (1) | +28 | 0 | 0 | 0 | 0 | 0 | N | N | −10 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Withrow (2) | +28 | 0 | 0 | 0 | 0 | 0 | N | N | −10 | N | 0 | 0 | 0 | −10 | N | 0 | 0 | N | 0 | N | 0 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minnesota: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| So. St. Paul (1) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| So. St. Paul (3) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| So. St. Paul (4) | −20 | −30 | −30 | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stillwater (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stillwater (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Superior Boulevard (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Superior Boulevard (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | *0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| White Bear (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | N | N | N | N | +10 | +10 | N | N | +33 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| White Bear (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | N | N | N | N | +10 | +10 | N | N | +33 | N | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilson (1) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilson (2) | −20 | −30 | −30 | N | N | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | *+10 | +10 | 0 | 0 | +10 | +10 | +33 | +33 | +33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winnetka | −20 | −47 | N | N | −47 | −47 | −10 | −10 | +30 | +24 | +30 | +30 | +30 | N | N | −20 | N | −5 | −5 | +13 | +13 | +18 | 0 | 0 | 0 | −5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Withrow (1) | −20 | N | N | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | +10 | +33 | +33 | +33 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N |
| Withrow (2) | −20 | N | N | N | −30 | −30 | −10 | −10 | +45 | +39 | +45 | +45 | +45 | +10 | N | N | 0 | +10 | +10 | +33 | +33 | +33 | 0 | N | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | N |

(1) Applicable to Size Groups 1 to 8, incl., and 34.
(2) Applicable to Size Groups 9 to 28, incl.
(3) Applicable to Size Groups 8 to 12, incl., and 17 to 20, incl.
(4) Applicable to Size Groups 13 to 16, incl., and 21 to 28, incl.
*Applies from Wilmington Mine, Ill., only.

*Prices for All-Rail Shipment Into Market Areas Nos. 47, 48, 49, 50, 52, 53, 54, 61, 64, 67, 68 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions; and Subject to Price Adjustments to Specific Destinations as Shown Hereinafter*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 285 | 285 | 285 | 275 | 265 | 255 | 240 | 245 | 225 | 225 | 225 | 225 | 200 | 190 | 140 | 80 | 235 | 235 | 235 | 235 | 220 | 220 | 210 | 190 | 210 | 200 | 210 | 175 | 255 |
| | 9 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | 285 | 285 | 285 | 275 | 265 | 255 | 240 | 245 | 225 | 225 | 225 | 225 | 200 | 190 | 140 | 80 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 210 | 200 | 210 | 175 | 255 |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 260 | 285 | 285 | 275 | 265 | 255 | 240 | 245 | 225 | 225 | 225 | 225 | 200 | 190 | 140 | 80 | 235 | 235 | 235 | 235 | 220 | 220 | 210 | 190 | 210 | 200 | 210 | 175 | 255 |
| 4 | 40 | 132 | 275 | 275 | 275 | 265 | 255 | 245 | 220 | 235 | 195 | 195 | 195 | 195 | 170 | 160 | 105 | 80 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 180 | 170 | ---- | ---- | 245 |
| | 50 | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 245 | 245 | 245 | 235 | 230 | 220 | 205 | 210 | 195 | 195 | 195 | 195 | 170 | 160 | 105 | 80 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 180 | 170 | ---- | ---- | 220 |
| 6 | 94 | 134 | 235 | 235 | 235 | 225 | 220 | 210 | 195 | 200 | 195 | 195 | 195 | 195 | 170 | 160 | 105 | 80 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 180 | 170 | ---- | ---- | 210 |
| 7 | 4 | 141 | 245 | 245 | 245 | 235 | 230 | 220 | 205 | 215 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 210 | 210 | 210 | 210 | 200 | 200 | 190 | 170 | ---- | ---- | ---- | ---- | 220 |
| 8 | 91 | 80 | 285 | 285 | 285 | 275 | 265 | 255 | 230 | 245 | 225 | 225 | 225 | 225 | 200 | 190 | 140 | 90 | 235 | 235 | 235 | 235 | 220 | 220 | 210 | 190 | 210 | 200 | ---- | ---- | 255 |
| 9 | 136 | 80 | ---- | ---- | ---- | ---- | ---- | ---- | 230 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 10 | 49 | 82 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 190 | 165 | 165 | 165 | 165 | 150 | 140 | 80 | 60 | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 160 | 150 | 160 | ---- | 195 |
| 11 | 77 | 80 | 270 | 270 | 270 | 260 | 250 | 240 | 220 | 230 | 200 | 200 | 200 | 200 | 150 | 140 | 90 | 60 | 220 | 220 | 220 | 220 | 210 | 175 | 165 | 135 | 160 | 150 | 160 | ---- | 240 |
| 12 | 132 | 40 | 240 | 235 | 230 | 220 | 215 | 210 | 205 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | 200 | 200 | 200 | 200 | 190 | 190 | 180 | 150 | 170 | 160 | ---- | ---- | 210 |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 130, 131 | 41 | 240 | 235 | 230 | 220 | 215 | 210 | 205 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 170 | 160 | ---- | ---- | 210 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 20, 58 | 62 | 220 | 215 | 210 | 200 | 195 | 190 | 185 | 180 | 170 | 170 | 170 | 170 | 140 | 130 | 65 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 150 | 140 | ---- | ---- | 190 |
| 14 | 21 | 70 | 240 | 235 | 230 | 220 | 215 | 210 | 205 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 170 | 160 | ---- | ---- | 210 |
| | 123 | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 162 | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 171 | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 186 | 74 | 240 | 235 | 230 | 220 | 215 | 210 | 205 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | 200 | 200 | 200 | 200 | 190 | 190 | 180 | 150 | 170 | 160 | ---- | ---- | 21 |
| 16 | 45 | 21 | 235 | 230 | 225 | 215 | 210 | 200 | 190 | 195 | 170 | 170 | 170 | 170 | 140 | 130 | 65 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 150 | 140 | ---- | ---- | 200 |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5-22 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 195 |
| 17 | 47-142 | 31 | 235 | 230 | 225 | 215 | 210 | 200 | 190 | 195 | 170 | 170 | 170 | 170 | 140 | 130 | 65 | ---- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 140 | 150 | 140 | ---- | ---- | 200 |
| 18 | 165 | 33 | 235 | 230 | 225 | 215 | 210 | 200 | 190 | 195 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 140 | 150 | 140 | ---- | ---- | 200 |
| 19 | 145 | 21 | 220 | 215 | 210 | 200 | 195 | 190 | 185 | 180 | 170 | 170 | 170 | 170 | 140 | 130 | 65 | ---- | 180 | 180 | 180 | 180 | 170 | 170 | 160 | 130 | 150 | 140 | ---- | ---- | 190 |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 220 | 215 | 210 | 200 | 195 | 190 | 185 | 180 | 170 | 170 | 170 | 170 | 140 | 130 | 65 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 150 | 140 | ---- | ---- | 190 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| 21 | 20, 138 | 27 | 220 | 215 | 210 | 200 | 195 | 190 | 185 | 180 | 170 | 170 | 170 | 170 | 140 | 130 | 65 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 150 | 140 | ---- | ---- | 190 |
| 22 | 23, 24 | 32 | 220 | 215 | 210 | 200 | 195 | 190 | 185 | 180 | 170 | 170 | 170 | 170 | 140 | 130 | 65 | ---- | 180 | 180 | 180 | 180 | 170 | 170 | 160 | 130 | 150 | 140 | ---- | ---- | 190 |
| 23 | 170 | 49 | 240 | 235 | 230 | 220 | 215 | 210 | 205 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 170 | 160 | ---- | ---- | 210 |
| 24 | 17, 35, 46, 87, 152 | 91 | 265 | 260 | 255 | 245 | 240 | 235 | 235 | 235 | 225 | 225 | 225 | 225 | 195 | 185 | 120 | ---- | 235 | 235 | 235 | 235 | 225 | 225 | 215 | 185 | 205 | 195 | ---- | ---- | 235 |
| 25 | 13, 71 | 91 | 265 | 260 | 255 | 245 | 240 | 238 | 238 | 235 | 225 | 225 | 225 | 225 | 195 | 185 | 120 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 205 | 195 | ---- | ---- | 235 |
| | 60 | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 78 | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

*Prices for All-Rail Shipment Into Market Areas Nos. 47, 48, 49, 50, 52, 53, 54, 61, 64, 67, 68 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions; and Subject to Price Adjustments to Specific Destinations as Shown Hereinafter*—Continued

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 26 | 80 | 125 | 265 | 260 | 255 | 245 | 240 | 235 | 235 | 235 | 225 | 225 | 225 | 225 | 195 | 185 | 120 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 205 | 195 | ---- | ---- | 235 |
| | 81, 82 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 95 | 95 | 265 | 260 | 255 | 245 | 240 | 235 | 235 | 235 | 225 | 225 | 225 | 225 | 195 | 185 | 120 | ---- | 235 | 235 | 123 | 235 | 225 | 225 | 215 | 185 | 205 | 195 | ---- | ---- | 235 |
| 28 | 84 | 92 | 265 | 260 | 255 | 245 | 240 | 235 | 235 | 235 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 235 | 235 | 235 | 235 | 225 | 225 | 215 | 185 | ---- | ---- | ---- | ---- | 235 |
| 29 | 189 | 116 | 310 | 305 | 300 | 290 | 285 | 275 | 260 | 265 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 260 | 260 | 260 | 260 | 250 | 250 | 240 | 210 | ---- | ---- | ---- | ---- | 275 |
| 30 | 125 | 114 | 310 | 305 | 300 | 290 | 285 | 275 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | 230 | 230 | 230 | 230 | 220 | 220 | 210 | 180 | 200 | 190 | ---- | ---- | 275 |
| 31 | 150 | 111 | 310 | 305 | 300 | 290 | 285 | 275 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 200 | 190 | ---- | ---- | 275 |
| | 164 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 98 | 117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 73, 175 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 19 | 114 | 270 | 265 | 260 | 250 | 245 | 240 | 235 | 230 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 200 | 190 | ---- | ---- | 240 |
| | 126 | 114 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33 | 1 | 91 | 265 | 260 | 255 | 245 | 240 | 235 | 235 | 235 | 225 | 225 | 225 | 225 | 195 | 185 | 120 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 205 | 195 | ---- | ---- | 235 |
| 34 | 2 | 10 | 265 | 260 | 255 | 245 | 240 | 235 | 235 | 235 | 225 | 225 | 225 | 225 | 195 | 185 | 120 | ---- | 230 | 230 | 230 | 230 | 220 | 220 | 210 | 180 | 205 | 195 | ---- | ---- | 235 |

*Price Adjustments to FOB Mine Prices for All-Rail Shipment to Specific Destinations in Market Areas Nos. 50, 52, 53, 54, and 68*

Applicable on shipments from all mines, the f. o. b. mine prices to destinations in Market Areas Nos. 50, 52, 53, 54, and 68 located on the Mississippi River shall be twenty cents (20¢) per ton less than the f. o. b. mine prices listed above.

Iowa

*Market Area No. 50.* Bellevue, Cameron, Clayton, Dubuque, Eckards, Edmore, Elk River Junction, Gordon's Ferry, Green Island, Harper's Ferry, Heytman's, Kains, Lansing, Lyons, McGregor, Marquette, New Albin, North Bellevue, North Buena Vista, Oak Spring, Pleasant Creek, Sabula, Smith's, Sny Magill, Specht's Ferry, Turkey River, Turkey River Junction, Wankon Junction, Waupeton, Wilkins.

*Market Area No. 52.* Buffalo, Fairport, Linwood, Montpelier, Muscatine.

*Market Area No. 53.* Burlington and West Keithsburg.

*Market Area No. 54.* Beck, Bullard, Fort Madison, Montrose, Sandusky, Spring Grove, Viele, Wever.

*Market Area No. 68.* Keokuk.

*Prices for All-Rail Shipment Into Market Areas Nos. 55, 56, 57, 60, 62 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions; and Subject to Price Adjustments to Specific Destinations as Shown Below*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 285 | 285 | 285 | 275 | 265 | 255 | 240 | 245 | 225 | 225 | 225 | 225 | 200 | 190 | 140 | 80 | 235 | 235 | 235 | 235 | 220 | 220 | 210 | 190 | 210 | 200 | 210 | 175 | 255 |
| | 9 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | 285 | 285 | 285 | 275 | 265 | 255 | 240 | 245 | 225 | 225 | 225 | 225 | 200 | 190 | 140 | 80 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 210 | 200 | 210 | 175 | 255 |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 260 | 285 | 285 | 275 | 265 | 255 | 240 | 245 | 225 | 225 | 225 | 225 | 200 | 190 | 140 | 80 | 235 | 235 | 235 | 235 | 220 | 220 | 210 | 190 | 210 | 200 | 210 | 175 | 255 |
| 4 | 40 | 132 | 275 | 275 | 275 | 265 | 255 | 245 | 220 | 235 | 195 | 195 | 195 | 195 | 170 | 160 | 105 | 80 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 180 | 170 | ---- | ---- | 245 |
| | 50 | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 245 | 245 | 245 | 235 | 230 | 220 | 205 | 210 | 195 | 195 | 195 | 195 | 170 | 160 | 105 | 80 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 180 | 170 | ---- | ---- | 220 |
| 6 | 94 | 134 | 235 | 235 | 235 | 225 | 220 | 210 | 195 | 200 | 195 | 195 | 195 | 195 | 170 | 160 | 105 | 80 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 180 | 170 | ---- | ---- | 210 |
| 7 | 4 | 141 | 245 | 245 | 245 | 235 | 230 | 220 | 205 | 215 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 210 | 210 | 210 | 210 | 200 | 200 | 190 | 170 | ---- | ---- | ---- | ---- | 220 |
| 8 | 91 | 80 | 280 | 280 | 280 | 270 | 260 | 250 | 225 | 240 | 220 | 220 | 220 | 220 | 195 | 185 | 135 | 85 | 230 | 230 | 230 | 230 | 215 | 215 | 205 | 185 | 205 | 195 | ---- | ---- | 250 |
| 9 | 136 | 80 | ---- | ---- | ---- | ---- | ---- | ---- | 225 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 10 | 49 | 87 | 225 | 220 | 215 | 205 | 200 | 190 | 180 | 185 | 160 | 160 | 160 | 160 | 145 | 135 | 75 | 55 | 180 | 180 | 180 | 180 | 170 | 170 | 160 | 130 | 155 | 145 | 155 | ---- | 190 |
| 11 | 77 | 80 | 265 | 265 | 265 | 255 | 245 | 235 | 215 | 225 | 195 | 195 | 195 | 195 | 145 | 135 | 85 | 55 | 215 | 215 | 215 | 215 | 205 | 170 | 160 | 130 | 155 | 145 | 155 | ---- | 235 |
| 12 | 132 | 40 | 235 | 230 | 225 | 215 | 210 | 205 | 200 | 195 | 185 | 185 | 185 | 185 | 155 | 145 | 80 | ---- | 195 | 195 | 195 | 195 | 185 | 185 | 175 | 145 | 165 | 155 | ---- | ---- | 205 |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

*Prices for All-Rail Shipment Into Market Areas Nos. 55, 56, 57, 60, 62 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions; and Subject to Price Adjustments to Specific Destinations as Shown Below*—Continued

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 13 | 130, 131 | 41 | 235 | 230 | 225 | 215 | 210 | 205 | 200 | 195 | 185 | 185 | 185 | 185 | 155 | 145 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 165 | 155 | ----- | ----- | 205 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 21 | 70 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| | 123 | 71 | 235 | 230 | 225 | 215 | 210 | 205 | 200 | 195 | 185 | 185 | 185 | 185 | 155 | 145 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 165 | 155 | ----- | ----- | 205 |
| | 162 | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 171 | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 186 | 74 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | 45 | 21 | 235 | 230 | 225 | 215 | 210 | 205 | 200 | 195 | 185 | 185 | 185 | 185 | 155 | 145 | 80 | ----- | 195 | 195 | 195 | 195 | 185 | 185 | 175 | 145 | 165 | 155 | ----- | ----- | 205 |
| | 72 | 24 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 195 |
| | 5, 22 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 47, 142 | 31 | 225 | 220 | 215 | 205 | 200 | 190 | 180 | 185 | 160 | 160 | 160 | 160 | 130 | 120 | 55 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 140 | 130 | ----- | ----- | 190 |
| 18 | 165 | 33 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 145 | 135 | ----- | ----- | 195 |
| 19 | 145 | 21 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 190 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 145 | 135 | ----- | ----- | 195 |
| | 153 | 22 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 185 |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 20, 138 | 27 | 210 | 205 | 200 | 190 | 185 | 180 | 175 | 170 | 160 | 160 | 160 | 160 | 130 | 120 | 55 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 140 | 130 | ----- | ----- | 180 |
| 22 | 23, 24 | 32 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| 23 | 170 | 49 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 185 |
| 24 | 17, 35, 46, 87, 152 | 91 | 235 | 230 | 225 | 215 | 210 | 205 | 200 | 195 | 185 | 185 | 185 | 185 | 155 | 145 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 165 | 155 | ----- | ----- | 205 |
| 25 | 13, 71 | 91 | 255 | 250 | 245 | 235 | 230 | 225 | 225 | 225 | 215 | 215 | 215 | 215 | 185 | 175 | 110 | ----- | 225 | 225 | 225 | 225 | 215 | 215 | 205 | 175 | 195 | 185 | ----- | ----- | 225 |
| | 60 | 93 | 255 | 250 | 245 | 235 | 230 | 225 | 225 | 225 | 215 | 215 | 215 | 215 | 185 | 175 | 110 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 195 | 185 | ----- | ----- | 225 |
| | 78 | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 80 | 125 | 255 | 250 | 245 | 235 | 230 | 225 | 225 | 225 | 215 | 215 | 215 | 215 | 185 | 175 | 110 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 195 | 185 | ----- | ----- | 225 |
| | 81, 82 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 95 | 95 | 255 | 250 | 245 | 235 | 230 | 225 | 225 | 225 | 215 | 215 | 215 | 215 | 185 | 175 | 110 | ----- | 225 | 225 | 225 | 225 | 215 | 215 | 205 | 175 | 195 | 185 | ----- | ----- | 225 |
| 28 | 84 | 92 | 255 | 250 | 245 | 235 | 230 | 225 | 225 | 225 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 225 | 225 | 225 | 225 | 215 | 215 | 205 | 175 | ----- | ----- | ----- | ----- | 225 |
| 29 | 189 | 116 | 300 | 295 | 290 | 280 | 275 | 265 | 250 | 255 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 250 | 250 | 250 | 250 | 240 | 240 | 230 | 200 | ----- | ----- | ----- | ----- | 265 |
| 30 | 125 | 114 | 300 | 295 | 290 | 280 | 275 | 265 | 250 | 255 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | 220 | 220 | 220 | 220 | 210 | 210 | 200 | 170 | 190 | 180 | ----- | ----- | 265 |
| 31 | 150 | 111 | 300 | 295 | 290 | 280 | 275 | 265 | 250 | 255 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | ----- | ----- | 265 |
| | 164 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 98 | 117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 73, 175 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 19 | 114 | 260 | 255 | 250 | 240 | 235 | 230 | 225 | 220 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | ----- | ----- | 230 |
| | 126 | 114 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33 | 1 | 91 | 255 | 250 | 245 | 235 | 230 | 225 | 225 | 225 | 215 | 215 | 215 | 215 | 185 | 175 | 110 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 195 | 185 | ----- | ----- | 225 |
| 34 | 2 | 10 | 255 | 250 | 245 | 235 | 230 | 225 | 225 | 225 | 215 | 215 | 215 | 215 | 185 | 175 | 110 | ----- | 220 | 220 | 220 | 220 | 210 | 210 | 200 | 170 | 195 | 185 | ----- | ----- | 225 |

### *Price Adjustments to F. O. B. Mine Prices for All-Rail Shipment to Specific Destinations in Market Areas Nos. 56 and 57*

Applicable on shipments from all mines, the f. o. b. mine prices to destinations in Market Areas Nos. 56 and 57 located on the Missouri River shall be twenty cents (20¢) per ton less than the f. o. b. mine prices listed above.

Iowa

*Market Area No. 56.* Sioux City.

*Market Area No. 57.* Ascol, Blencoe, Clara, California Junction, Missouri Valley, Modale, Mondamin, Onawa, River Sioux, Sergeants Bluff.

*Prices for All-Rail Shipment Into Market Areas Nos. * 58, 59, 63, 65, 66 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions; and Subject to Price Adjustments to Specific Destinations as Shown Below*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 285 | 285 | 285 | 275 | 265 | 255 | 240 | 245 | 225 | 225 | 225 | 225 | 200 | 190 | 140 | 80 | 235 | 235 | 235 | 235 | 220 | 220 | 210 | 190 | 210 | 200 | 210 | 175 | 255 |
| | 9 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | 285 | 285 | 285 | 275 | 265 | 255 | 240 | 245 | 225 | 225 | 225 | 225 | 200 | 190 | 140 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 210 | 200 | 210 | 175 | 255 |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 260 | 285 | 285 | 275 | 265 | 255 | 240 | 245 | 225 | 225 | 225 | 225 | 200 | 190 | 140 | 80 | 235 | 235 | 235 | 235 | 220 | 220 | 210 | 190 | 210 | 200 | 210 | 175 | 255 |
| 4 | 40 | 132 | 275 | 275 | 275 | 265 | 255 | 245 | 220 | 235 | 195 | 195 | 195 | 195 | 170 | 160 | 105 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 180 | 170 | ----- | ----- | 245 |
| | 50 | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 245 | 245 | 245 | 235 | 230 | 220 | 205 | 210 | 195 | 195 | 195 | 195 | 170 | 160 | 105 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 180 | 170 | ----- | ----- | 220 |
| 6 | 94 | 134 | 235 | 235 | 235 | 225 | 220 | 210 | 195 | 200 | 195 | 195 | 195 | 195 | 170 | 160 | 105 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 180 | 170 | ----- | ----- | 210 |
| 7 | 4 | 141 | 245 | 245 | 245 | 235 | 230 | 220 | 205 | 215 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 210 | 210 | 210 | 210 | 200 | 200 | 190 | 170 | ----- | | ----- | ----- | 220 |
| 8 | 91 | 80 | 280 | 280 | 280 | 270 | 260 | 250 | 225 | 240 | 220 | 220 | 220 | 220 | 195 | 185 | 135 | 85 | 230 | 230 | 230 | 230 | 215 | 215 | 205 | 185 | 205 | 195 | ----- | ----- | 205 |
| 9 | 136 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | 225 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 10 | 49 | 82 | 225 | 220 | 215 | 205 | 200 | 190 | 180 | 185 | 160 | 160 | 160 | 160 | 145 | 135 | 75 | 55 | 180 | 180 | 180 | 180 | 170 | 170 | 160 | 130 | 155 | 145 | 155 | ----- | 190 |
| 11 | 77 | 80 | 265 | 265 | 265 | 255 | 245 | 235 | 215 | 225 | 195 | 195 | 195 | 195 | 145 | 135 | 85 | 55 | 215 | 215 | 215 | 215 | 205 | 170 | 160 | 130 | 155 | 145 | 155 | ----- | 235 |
| 12 | 132 | 40 | 225 | 220 | 215 | 205 | 200 | 195 | 190 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ----- | ----- | 195 |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 130, 131 | 41 | 225 | 220 | 215 | 205 | 200 | 195 | 190 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 195 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | 220 | 215 | 210 | 200 | 195 | 190 | 185 | 180 | 170 | 170 | 170 | 170 | 140 | 130 | 65 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 150 | 140 | ----- | ----- | 190 |
| 14 | 21 | 70 | 225 | 220 | 215 | 205 | 200 | 195 | 190 | 185 | 174 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 195 |
| | 123 | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 162 | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 171 | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 186 | 74 | 225 | 220 | 215 | 205 | 200 | 195 | 190 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ----- | ----- | 195 |
| 16 | 45 | 21 | 235 | 230 | 225 | 215 | 210 | 200 | 190 | 195 | 170 | 170 | 170 | 170 | 140 | 130 | 65 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 150 | 140 | ----- | ----- | 200 |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5, 22 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | 225 | 220 | 215 | 205 | 200 | 190 | 180 | 185 | 160 | 160 | 160 | 160 | 130 | 120 | 55 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 140 | 130 | ----- | ----- | 190 |
| 17 | 47, 142 | 31 | 235 | 230 | 225 | 215 | 210 | 200 | 190 | 195 | 170 | 170 | 170 | 170 | 140 | 130 | 65 | ----- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 140 | 150 | 140 | ----- | ----- | 200 |
| 18 | 165 | 33 | 235 | 230 | 225 | 215 | 210 | 200 | 190 | 195 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 140 | 150 | 140 | ----- | ----- | 200 |
| 19 | 145 | 21 | 220 | 215 | 210 | 200 | 195 | 190 | 185 | 180 | 170 | 170 | 170 | 170 | 140 | 130 | 65 | ----- | 180 | 180 | 180 | 180 | 170 | 170 | 160 | 130 | 150 | 140 | ----- | ----- | 190 |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 220 | 215 | 210 | 200 | 195 | 190 | 185 | 180 | 170 | 170 | 170 | 170 | 140 | 130 | 65 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 150 | 140 | ----- | ----- | 190 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | 210 | 205 | 200 | 190 | 185 | 180 | 175 | 170 | 160 | 160 | 160 | 160 | 130 | 120 | 55 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 140 | 130 | ----- | ----- | 180 |
| 21 | 20, 138 | 27 | 220 | 215 | 210 | 200 | 195 | 190 | 185 | 180 | 170 | 170 | 170 | 170 | 140 | 130 | 65 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 150 | 140 | ----- | ----- | 190 |
| 22 | 23, 24 | 32 | 220 | 215 | 210 | 200 | 195 | 190 | 185 | 180 | 170 | 170 | 170 | 170 | 140 | 130 | 65 | ----- | 180 | 180 | 180 | 180 | 170 | 170 | 160 | 130 | 150 | 140 | ----- | ----- | 190 |
| 23 | 170 | 49 | 225 | 220 | 215 | 205 | 200 | 195 | 190 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 195 |
| 24 | 17, 35, 46, 87, 152 | 91 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | 215 | 215 | 215 | 215 | 205 | 205 | 195 | 165 | 185 | 175 | ----- | ----- | 215 |

*Excluding Omaha, Nebraska, and all points within the switching limits thereof.

*Prices for All-Rail Shipment Into Market Areas Nos. * 58, 59, 63, 65, 66 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions; and Subject to Price Adjustments to Specific Destinations as Shown Below*—Continued

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 25 | 13, 71 | 91 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 175 | ----- | ----- | 215 |
| | 60 | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 78 | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 80 | 125 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 175 | ----- | ----- | 215 |
| | 81, 82 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 95 | 95 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | 215 | 215 | 215 | 215 | 205 | 205 | 195 | 165 | 185 | 175 | ----- | ----- | 215 |
| 28 | 84 | 92 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 215 | 215 | 215 | 215 | 205 | 205 | 195 | 165 | ----- | ----- | ----- | ----- | 215 |
| 29 | 189 | 116 | 310 | 305 | 300 | 290 | 285 | 275 | 260 | 265 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 260 | 260 | 260 | 260 | 250 | 250 | 240 | 210 | ----- | ----- | ----- | ----- | 275 |
| 30 | 125 | 114 | 285 | 280 | 275 | 265 | 260 | 250 | 235 | 240 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | ----- | 205 | 205 | 205 | 205 | 195 | 195 | 185 | 155 | 175 | 165 | ----- | ----- | 250 |
| 31 | 150 | 111 | 285 | 280 | 275 | 265 | 260 | 250 | 235 | 240 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 175 | 165 | ----- | ----- | 250 |
| | 164 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 98 | 117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 78, 175 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 19 | 114 | 245 | 240 | 235 | 225 | 220 | 215 | 210 | 205 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 175 | 165 | ----- | ----- | 215 |
| | 126 | 114 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33 | 1 | 91 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 175 | ----- | ----- | 215 |
| 34 | 2 | 10 | 245 | 240 | 235 | 225 | 220 | 215 | 215 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | 210 | 210 | 210 | 210 | 200 | 200 | 190 | 180 | 185 | 175 | ----- | ----- | 215 |

*Excluding Omaha, Nebraska, and all points within the switching limits thereof.

### *Price Adjustments to F. O. B. Mine Prices for All-Rail Shipment to Specific Destinations in Market Areas Nos. 58–59 and 66*

Applicable on shipments from all mines, the f. o. b. mine prices to destinations in Market Areas Nos. 58-59 and 66 located on the Missouri River shall be twenty cents (20¢) per ton less than the f. o. b. mine prices listed above.

Iowa

*Market Area No. 58.* Council Bluffs.

*Market Area No. 59.* Folsom and Island Park.

*Market Area No. 66.* Bartlett, Crosby, Hamburg, McPaul, Pacific Junction, Payne, Percival.

*Prices for All-Rail Shipment Into Market Areas Nos. * 58, 204, 205, 206, 207 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| | 9 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | 190 | 155 | 235 |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 225 |
| | 50 | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ----- | ----- | ----- | ----- | 200 |
| 8 | 91 | 80 | 270 | 270 | 270 | 260 | 250 | 240 | 215 | 230 | 210 | 210 | 210 | 210 | 185 | 175 | 125 | 75 | 220 | 220 | 220 | 220 | 205 | 205 | 195 | 175 | 195 | 185 | ----- | ----- | 240 |
| 9 | 136 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | 215 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 10 | 49 | 82 | 215 | 210 | 205 | 195 | 190 | 180 | 170 | 175 | 150 | 150 | 150 | 150 | 135 | 125 | 65 | 45 | 170 | 170 | 170 | 170 | 160 | 160 | 150 | 120 | 145 | 135 | 145 | ----- | 180 |
| 11 | 77 | 80 | 255 | 255 | 255 | 245 | 235 | 225 | 205 | 215 | 185 | 185 | 185 | 185 | 135 | 125 | 75 | 45 | 205 | 205 | 205 | 205 | 195 | 160 | 150 | 120 | 145 | 135 | 145 | ----- | 225 |
| 12 | 132 | 40 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 185 |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

*Prices apply *only* to Omaha, Nebraska, and all points within the switching limits thereof in Market Area No. 58.

*Prices for All-Rail Shipment Into Market Areas Nos.* * *58, 204, 205, 206, 207 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*—Continued

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 13 | 130, 131 | 41 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 21 | 70 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 125 | 115 | ---- | ---- | |
| | 123 | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 162 | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 171 | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 186 | 74 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ---- | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 125 | 115 | ---- | ---- | 165 |
| 16 | 45 | 21 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 195 |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5, 22 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 30 | 215 | 210 | 205 | 195 | 190 | 180 | 170 | 175 | 150 | 150 | 150 | 150 | 120 | 110 | 45 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 130 | 120 | ---- | ---- | 180 |
| 17 | 47, 142 | 31 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 145 | 135 | ---- | ---- | 195 |
| 18 | 165 | 33 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 190 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 145 | 135 | ---- | ---- | 195 |
| 19 | 145 | 21 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 30 | 200 | 195 | 190 | 180 | 175 | 170 | 165 | 160 | 150 | 150 | 150 | 150 | 120 | 110 | 45 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 130 | 120 | ---- | ---- | 170 |
| 21 | 20, 138 | 27 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| 22 | 23, 24 | 32 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| 23 | 170 | 49 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| 24 | 17, 35, 46, 87, 152 | 91 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 175 |
| 25 | 13, 71 | 91 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 175 |
| | 60 | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 78 | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 80 | 125 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 175 |
| | 81, 82 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 95 | 95 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 175 |
| 28 | 84 | 92 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | ---- | ---- | ---- | ---- | 175 |
| 29 | 189 | 116 | 255 | 250 | 245 | 235 | 230 | 220 | 205 | 210 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 205 | 205 | 205 | 205 | 195 | 195 | 185 | 155 | ---- | ---- | ---- | ---- | 220 |
| 30 | 125 | 114 | 255 | 250 | 245 | 235 | 230 | 220 | 205 | 210 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 220 |
| 31 | 150 | 111 | 255 | 250 | 245 | 235 | 230 | 220 | 205 | 210 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 220 |
| | 164 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 98 | 117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 73, 175 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 19, 126 | 114 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| 33 | 1 | 91 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 175 |
| 34 | 2 | 10 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 170 | 170 | 170 | 170 | 160 | 160 | 150 | 120 | 145 | 135 | ---- | ---- | 175 |

*Prices apply *only* to Omaha, Nebraska and all points within the switching limits thereof in Market Area No. 58.

*Prices for All-Rail Shipment Into Market Areas Nos. 69 and 70 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| | 9 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | 190 | 155 | 235 |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 205 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 225 |
| | 50 | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ----- | ----- | ----- | ----- | 200 |
| 8 | 91 | 80 | 270 | 270 | 270 | 260 | 250 | 240 | 215 | 230 | 210 | 210 | 210 | 210 | 185 | 175 | 125 | 75 | 220 | 220 | 220 | 220 | 205 | 205 | 195 | 175 | 195 | 185 | ----- | ----- | 240 |
| 9 | 136 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | 215 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 10 | 49 | 82 | 215 | 210 | 205 | 195 | 190 | 180 | 170 | 175 | 150 | 150 | 150 | 150 | 135 | 125 | 65 | 45 | 170 | 170 | 170 | 170 | 160 | 160 | 150 | 120 | 145 | 135 | 145 | ----- | 180 |
| 11 | 77 | 80 | 255 | 255 | 255 | 245 | 235 | 225 | 205 | 215 | 185 | 185 | 185 | 185 | 135 | 125 | 75 | 45 | 205 | 205 | 205 | 205 | 195 | 160 | 150 | 120 | 145 | 135 | 145 | ----- | 225 |
| 12 | 132 | 40 | 208 | 203 | 198 | 188 | 183 | 178 | 173 | 168 | 158 | 158 | 158 | 158 | 128 | 118 | 53 | ----- | 168 | 168 | 168 | 168 | 158 | 158 | 148 | 118 | 138 | 128 | ----- | ----- | 178 |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 83, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 82 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 130, 131 | 41 | 208 | 203 | 198 | 188 | 183 | 178 | 173 | 168 | 158 | 158 | 158 | 158 | 128 | 118 | 53 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 138 | 128 | ----- | ----- | 178 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | 200 | 195 | 190 | 180 | 175 | 170 | 165 | 160 | 150 | 150 | 150 | 150 | 120 | 110 | 45 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 130 | 120 | ----- | ----- | 170 |
| 16 | 45 | 21 | 222 | 217 | 212 | 202 | 197 | 187 | 177 | 182 | 157 | 157 | 157 | 157 | 127 | 117 | 52 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 137 | 127 | ----- | ----- | 187 |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5, 22 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | 215 | 210 | 205 | 195 | 190 | 180 | 170 | 175 | 150 | 150 | 150 | 150 | 120 | 110 | 45 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 130 | 120 | ----- | ----- | 180 |
| 17 | 47, 142 | 31 | 222 | 217 | 212 | 202 | 197 | 187 | 177 | 182 | 157 | 157 | 157 | 157 | 127 | 117 | 52 | ----- | 177 | 177 | 177 | 177 | 167 | 167 | 157 | 127 | 137 | 127 | ----- | ----- | 187 |
| 18 | 165 | 33 | 222 | 217 | 212 | 202 | 197 | 187 | 177 | 182 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 177 | 177 | 177 | 177 | 167 | 167 | 157 | 127 | 137 | 127 | ----- | ----- | 187 |
| 19 | 145 | 21 | 207 | 202 | 197 | 187 | 182 | 177 | 172 | 167 | 157 | 157 | 157 | 157 | 127 | 117 | 52 | ----- | 167 | 167 | 167 | 167 | 157 | 157 | 147 | 117 | 137 | 127 | ----- | ----- | 177 |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 207 | 202 | 197 | 187 | 182 | 177 | 172 | 167 | 157 | 157 | 157 | 157 | 127 | 117 | 52 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 137 | 127 | ----- | ----- | 177 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 20, 138 | 27 | 207 | 202 | 197 | 187 | 182 | 177 | 172 | 167 | 157 | 157 | 157 | 157 | 127 | 117 | 52 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 137 | 127 | ----- | ----- | 177 |
| 22 | 23, 24 | 32 | 202 | 202 | 197 | 187 | 182 | 177 | 172 | 167 | 157 | 157 | 157 | 157 | 127 | 117 | 52 | ----- | 167 | 167 | 167 | 167 | 157 | 157 | 147 | 117 | 137 | 127 | ----- | ----- | 177 |
| 23 | 170 | 49 | 208 | 203 | 198 | 188 | 183 | 178 | 173 | 168 | 158 | 158 | 158 | 158 | 128 | 118 | 53 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 138 | 128 | ----- | ----- | 178 |

*Prices for All-Rail Shipment Into Market Area No. 71 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions; and Subject to Price Adjustments to Specific Destinations as Shown Hereinafter*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| | 9 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | 190 | 155 | 235 |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 225 |
| | 50 | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ----- | ----- | ----- | ----- | 200 |
| 8 | 91 | 80 | 265 | 265 | 265 | 255 | 245 | 235 | 210 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 70 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | ----- | ----- | 235 |
| 9 | 136 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | 210 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 10 | 49 | 82 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 130 | 120 | 60 | 40 | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 140 | 130 | 140 | ----- | 175 |
| 11 | 77 | 80 | 250 | 250 | 250 | 240 | 230 | 220 | 200 | 210 | 180 | 180 | 180 | 180 | 130 | 120 | 70 | 40 | 200 | 200 | 200 | 200 | 190 | 155 | 145 | 115 | 140 | 130 | 140 | ----- | 220 |
| 12 | 132 | 40 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 185 |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 130, 131 | 41 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 21 | 70 | 245 | 240 | 235 | 225 | 220 | 215 | 210 | 205 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 175 | 165 | ----- | ----- | 215 |
| | 123 | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 162 | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 171 | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 186 | 74 | 245 | 240 | 235 | 225 | 220 | 215 | 210 | 205 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | ----- | 205 | 205 | 205 | 205 | 195 | 195 | 185 | 155 | 175 | 165 | ----- | ----- | 215 |
| 16 | 45 | 21 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 175 |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5, 22 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 47, 142 | 31 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ----- | ----- | 175 |
| 18 | 165 | 33 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ----- | ----- | 175 |
| 19 | 145 | 21 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 125 | 115 | ----- | ----- | 165 |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 165 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 20, 138 | 27 | 205 | 200 | 195 | 185 | 180 | 175 | 170 | 165 | 155 | 155 | 155 | 155 | 125 | 115 | 50 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 135 | 125 | ----- | ----- | 175 |
| 22 | 23, 24 | 32 | 205 | 200 | 195 | 185 | 180 | 175 | 170 | 165 | 155 | 155 | 155 | 155 | 125 | 115 | 50 | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 135 | 125 | ----- | ----- | 175 |
| 23 | 170 | 49 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| 24 | 17, 35, 46, 87, 152 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ----- | ----- | 185 |

*Prices for All-Rail Shipment Into Market Area No. 71 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions; and Subject to Price Adjustments to Specific Destinations as Shown Hereinafter*—Continued

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 25 | 13, 71 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 185 |
| | 60 | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 78 | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 80 | 125 | 227 | 222 | 217 | 207 | 202 | 197 | 197 | 197 | 187 | 187 | 187 | 187 | 157 | 147 | 82 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 167 | 157 | ----- | ----- | 197 |
| | 81, 82 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 95 | 95 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ----- | ----- | 185 |
| 28 | 84 | 92 | 221 | 216 | 211 | 201 | 196 | 191 | 191 | 191 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 191 | 191 | 191 | 191 | 181 | 181 | 171 | 141 | ----- | ----- | ----- | ----- | 191 |
| 29 | 189 | 116 | 310 | 305 | 300 | 290 | 285 | 275 | 260 | 265 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 260 | 260 | 260 | 260 | 250 | 250 | 240 | 210 | ----- | ----- | ----- | ----- | 275 |
| 30 | 125 | 114 | 300 | 295 | 290 | 280 | 275 | 265 | 250 | 255 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | 220 | 220 | 220 | 220 | 210 | 210 | 200 | 170 | 190 | 180 | ----- | ----- | 265 |
| 31 | 150 | 111 | 300 | 295 | 290 | 280 | 275 | 265 | 250 | 255 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | ----- | ----- | 265 |
| | 164 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 98 | 117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 73, 175 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 19 | 114 | 260 | 255 | 250 | 240 | 235 | 230 | 225 | 220 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | ----- | ----- | 230 |
| | 126 | 114 | 270 | 265 | 260 | 250 | 245 | 240 | 235 | 230 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 200 | 190 | ----- | ----- | 240 |
| 33 | 1 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 185 |
| 34 | 2 | 10 | 232 | 227 | 222 | 212 | 207 | 202 | 202 | 202 | 192 | 192 | 192 | 192 | 162 | 152 | 87 | ----- | 197 | 197 | 197 | 197 | 187 | 187 | 177 | 147 | 172 | 162 | ----- | ----- | 202 |

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 71*

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 48 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Alexandria (L) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | N | +10 | N | +10 | +10 | −42 | −20 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Alexandria (F) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | N | +10 | N | +10 | +10 | −44 | −20 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Annada (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +10 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | N | N | −13 | N | N | N | +10 | N | 0 | +10 | c+10 | N | −35 | +10 | N | +10 | +10 | +10 |
| Annada (F) | N | +16 | +16 | +16 | +16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | N | N | −22 | N | N | N | +6 | N | −4 | +6 | c+6 | N | −50 | +6 | N | +6 | +6 | +6 |
| Apex (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | N | N | −13 | N | N | N | +10 | N | 0 | +10 | c+10 | N | −35 | +10 | N | +10 | +10 | +10 |
| Apex (F) | N | +16 | +16 | +16 | +16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | N | N | −22 | N | N | N | +6 | N | −4 | +6 | c+6 | N | −50 | +6 | N | +6 | +6 | +6 |
| Ashburn (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | +10 | +10 | −15 | +10 | N | +10 | +10 | N | 0 | +10 | c+10 | +10 | +10 | +10 | −10 | −10 | −10 | −10 |
| Ashburn (F) | N | +16 | +16 | +16 | +16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | +6 | +6 | −38 | +6 | N | +6 | +6 | N | −4 | +6 | c+6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| Blase (L) | N | +12 | +12 | −15 | +12 | +5 | +12 | +12 | −25 | +12 | +12 | +12 | +12 | −25 | +12 | −20 | N | −20 | N | N | −20 | −20 | N | −7 | −7 | c−7 | −20 | −20 | −20 | N | −20 | −20 | −7 |
| Blase (F) | N | +12 | +12 | +6 | +12 | +5 | +12 | +12 | −4 | +12 | +12 | +12 | +12 | −4 | +12 | −20 | N | −20 | N | N | −20 | −4 | N | −7 | −4 | c−4 | −20 | −20 | −4 | N | −4 | −4 | −4 |
| Bowling Green (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | +10 | N | −32 | +10 | N | +10 | a+10 | b−50 | 0 | +10 | +10 | +10 | +10 | a+10 | −50 | +10 | a+10 | +10 |
| Bowling Green (F) | N | +16 | +16 | +16 | −5 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | +6 | N | −41 | +6 | N | +6 | a+6 | −50 | −4 | +6 | +6 | +6 | +6 | a+6 | −50 | +6 | a+6 | +6 |
| Braham (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | +10 | N | −15 | N | N | +10 | a+10 | N | N | N | N | +10 | +10 | a+10 | N | +10 | a+10 | N |
| Braham (F) | N | +16 | +16 | +16 | +16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | +6 | N | −38 | N | N | +6 | a+6 | N | N | N | N | +6 | +6 | a+6 | N | +6 | a+6 | N |
| Brevator (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | N | N | −13 | N | N | N | +10 | N | 0 | +10 | c+10 | N | −35 | +10 | N | +10 | +10 | +10 |
| Brevator (F) | N | +16 | +16 | +16 | +16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | N | N | −22 | N | N | N | +6 | N | −4 | +6 | c+6 | N | −50 | +6 | N | +10 | +10 | +10 |
| Busch (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | +10 | +10 | −15 | +10 | N | +10 | +10 | N | 0 | +10 | c+10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Busch (F) | N | +16 | +16 | +16 | +16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | +6 | +6 | −38 | +6 | N | +6 | +6 | N | −4 | +6 | c+6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| Canton (L) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | N | +10 | N | +10 | +10 | −42 | −20 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Canton (F) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | N | +10 | N | +10 | +10 | −44 | −20 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Alexandria (L) | −20 | N | N | N | N | N | −10 | −10 | −5 | −11 | N | N | −5 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alexandria (F) | −20 | N | N | N | N | N | −10 | −10 | +3 | −3 | N | N | +3 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annada (L) | −20 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annada (F) | −25 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apex (L) | −20 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apex (F) | −25 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ashburn (L) | −20 | N | N | N | N | N | −10 | −10 | −25 | −31 | N | N | −25 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ashburn (F) | −25 | N | N | N | N | N | −10 | −10 | −45 | −50 | N | N | −45 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Blase (L) | −15 | N | N | N | N | N | −5 | −5 | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Blase (F) | −15 | N | N | N | N | N | −5 | −5 | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bowling Green (L) | −20 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bowling Green (F) | −25 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Braham (L) | −20 | N | N | N | N | N | −10 | −10 | −25 | −31 | N | N | −25 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Braham (F) | −25 | N | N | N | N | N | −10 | −10 | −45 | −50 | N | N | −45 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brevator (L) | −20 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brevator (F) | −25 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Busch (L) | −20 | N | N | N | N | N | −10 | −10 | −25 | −31 | N | N | −25 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Busch (F) | −25 | N | N | N | N | N | −10 | −10 | −45 | −50 | N | N | −45 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Canton (L) | −20 | N | N | N | N | N | −10 | −10 | −5 | −11 | N | N | −5 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Canton (F) | −20 | N | N | N | N | N | −10 | −10 | +3 | −3 | N | N | +3 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Pana, Illinois: L 0; F −4.
b: Does not apply from Decatur, Illinois.
c: Does not apply from Springfield, Illinois.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 71*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clarksville (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | N | N | −13 | N | N | N | +10 | N | 0 | +10 | c+10 | N | −35 | +10 | N | +10 | +10 | +10 |
| Clarksville (F) | N | +16 | +16 | +16 | +16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | N | N | −22 | N | N | N | +6 | N | −4 | +6 | c+6 | N | −50 | +6 | N | +6 | +6 | +6 |
| Dameron (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | N | N | −13 | N | N | N | +10 | N | 0 | +10 | c+10 | N | −35 | +10 | N | +10 | +10 | +10 |
| Dameron (F) | N | +16 | +16 | +16 | +16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | N | N | −22 | N | N | N | +6 | N | −4 | +6 | c+6 | N | −50 | +6 | N | +6 | +6 | +6 |
| Dardanelle (L) | N | +12 | N | −10 | +12 | +5 | N | N | −20 | +12 | N | +5 | N | −20 | N | −15 | N | −15 | N | N | −15 | −15 | N | N | −7 | N | −15 | −15 | −15 | N | −15 | −15 | −7 |
| Dardanelle (F) | N | +12 | N | +11 | +12 | +5 | N | N | +1 | +12 | N | +5 | N | +1 | N | −15 | N | −15 | N | N | −15 | +1 | N | N | +1 | N | −15 | −15 | +1 | N | +1 | +1 | +1 |
| Elsberry (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | N | N | −13 | N | N | N | +10 | N | 0 | +10 | c+10 | N | −35 | +10 | N | +10 | +10 | +10 |
| Elsberry (F) | N | 16 | 16 | 16 | 16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | N | N | −22 | N | N | N | +6 | N | −4 | +6 | c+6 | N | −50 | +6 | N | +6 | +6 | +6 |
| Fenway (L) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | N | +10 | N | +10 | +10 | −42 | −20 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Fenway (F) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | N | +10 | N | +10 | +10 | −44 | −20 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Firma (L) | N | N | +12 | −5 | +12 | +5 | +12 | +12 | −15 | +12 | +12 | +12 | +12 | −15 | +12 | −10 | N | −10 | N | N | −10 | −10 | N | −7 | −7 | c−7 | −10 | −10 | −10 | N | −10 | −10 | −7 |
| Firma (F) | N | N | +16 | +16 | +16 | +5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | −10 | N | −10 | N | N | −10 | +6 | N | −4 | +6 | c+6 | −10 | −10 | +6 | N | +6 | +6 | +6 |
| Foley (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | N | N | −13 | N | N | N | +10 | N | 0 | +10 | c+10 | N | −35 | +10 | N | +10 | +10 | +10 |
| Foley (F) | N | +16 | +16 | +16 | +16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | N | N | −38 | N | N | N | +6 | N | −4 | +6 | c+6 | N | −50 | +6 | N | +6 | +6 | +6 |
| Frankford (L) | N | +20 | +20 | +20 | +20 | N | +20 | +20 | +10 | N | +20 | +20 | +20 | +10 | +20 | +10 | +10 | b−5 | +10 | N | +10 | a+10 | N | 0 | +10 | +10 | +10 | +10 | a+10 | +10 | +10 | a+10 | +10 |
| Frankford (F) | N | +16 | +16 | +16 | +16 | N | +16 | +16 | +6 | N | +16 | +16 | +16 | +6 | +16 | +6 | +6 | b−30 | +6 | N | +6 | a+6 | N | −4 | +6 | +6 | +6 | +6 | a+6 | +6 | +6 | a+6 | +6 |
| Gregory (L) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | N | +10 | N | +10 | +10 | −42 | −20 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Gregory (F) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | N | +10 | N | +10 | +10 | −44 | −20 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Hannibal (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | +10 | +10 | +10 | +10 | N | +10 | a+10 | N | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Hannibal (F) | N | +16 | +16 | +16 | +16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | +6 | +6 | +6 | +6 | N | +6 | a+6 | N | −4 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clarksville (L) | −20 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clarksville (F) | −25 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dameron (L) | −20 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dameron (F) | −25 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dardanelle (L) | −15 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | N | N |
| Dardanelle (F) | −15 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | N | N |
| Elsberry (L) | −20 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elsberry (F) | −25 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fenway (L) | −20 | N | N | N | N | N | −10 | −10 | −5 | −11 | N | N | −5 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fenway (F) | −20 | N | N | N | N | N | −10 | −10 | +3 | −3 | N | N | +3 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Firma (L) | −15 | N | N | N | N | N | +5 | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Firma (F) | −15 | N | N | N | N | N | +5 | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Foley (L) | −20 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Foley (F) | −25 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Frankford (L) | −20 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Frankford (F) | −25 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gregory (L) | −20 | N | N | N | N | N | −10 | −10 | −5 | −11 | N | N | −5 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gregory (F) | −20 | N | N | N | N | N | −10 | −10 | +4 | −2 | N | N | +4 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hannibal (L) | −20 | N | N | N | N | N | −10 | −10 | −25 | −31 | N | N | −25 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hannibal (F) | −25 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −45 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Pana, Illinois; L 0; F −4.
b: From Pana, Illinois; L −15; F −40.
c. Does not apply from Springfield, Illinois.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 71*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Helton (L) | N | +5 | +5 | +5 | +5 | 0 | 0 | +5 | −5 | +5 | +5 | +5 | +5 | −5 | +5 | +10 | +10 | N | −10 | N | +10 | a+10 | N | −15 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Helton (F) | N | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −30 | −5 | −5 | −5 | −5 | −15 | −5 | +6 | +6 | N | +6 | N | +6 | a+6 | N | −25 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| Huiskamp (L) | N | +5 | +5 | +5 | +5 | 0 | 0 | +5 | −5 | +5 | +5 | +5 | +5 | −5 | +5 | +10 | +10 | N | +10 | N | +10 | a+10 | N | N | +10 | c+10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Huiskamp (F) | N | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −30 | −5 | −5 | −5 | −5 | −15 | −5 | +6 | +6 | N | +6 | N | +6 | a+6 | N | N | +6 | c+6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| Ilasco Junction (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | +10 | +10 | −15 | +10 | N | +10 | a+10 | N | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Ilasco Junction (F) | N | +16 | +16 | +16 | +16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | +6 | +6 | −38 | +6 | N | +6 | a+6 | N | −4 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| Jones (L) | N | +20 | +20 | +20 | +20 | N | +20 | +20 | +10 | N | +20 | +20 | +20 | +10 | +20 | +10 | +10 | b−5 | +10 | N | +10 | a+10 | N | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Jones (F) | N | +16 | +16 | +16 | +16 | N | +16 | +16 | +6 | N | +16 | +16 | +16 | +6 | +16 | +6 | +6 | b−30 | +6 | N | +6 | a+6 | N | −4 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| Kampville (L) | N | +12 | +12 | −10 | +12 | +5 | +12 | +12 | −20 | +12 | +12 | +12 | +12 | −20 | +12 | −15 | N | −15 | N | N | −15 | −15 | N | −7 | −7 | c−7 | −15 | −15 | −15 | N | −15 | −15 | −7 |
| Kampville (F) | N | +12 | +12 | +11 | +12 | +5 | +12 | +12 | +1 | +12 | +12 | +12 | +12 | +1 | +12 | −15 | N | −15 | N | N | −15 | +1 | N | +1 | +1 | c+1 | −15 | −15 | +1 | N | +1 | +1 | +1 |
| Kissenger (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | N | N | −13 | N | N | N | +10 | N | 0 | +10 | c+10 | N | −35 | +10 | N | +10 | +10 | +10 |
| Kissenger (F) | N | +16 | +16 | +16 | +16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | N | N | −38 | N | N | N | +6 | N | −4 | +6 | c+6 | N | −50 | +6 | N | +6 | +6 | +6 |
| Lagrange (L) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | N | +10 | N | +10 | +10 | −42 | −20 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Lagrange (F) | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | −10 | 0 | 0 | 0 | 0 | −10 | 0 | +10 | +10 | N | +10 | N | +10 | +10 | −44 | −20 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Lamb (L) | N | +5 | +5 | +5 | +5 | 0 | 0 | +5 | −5 | +5 | +5 | +5 | +5 | −5 | +5 | +10 | +10 | N | +10 | N | +10 | a+10 | N | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Lamb (F) | N | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −30 | −5 | −5 | −5 | −5 | −15 | −5 | +6 | +6 | N | +6 | N | +6 | a+6 | N | −4 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| La Motte (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | +10 | +10 | −15 | +10 | N | +10 | a+10 | N | 0 | +10 | c+10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| La Motte (F) | N | +16 | +16 | +16 | +16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | +6 | +6 | −38 | +6 | N | +6 | a+6 | N | −4 | +6 | c+6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| Louisiana (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | +10 | +10 | −15 | +10 | N | +10 | a+10 | N | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Louisiana (F) | N | +16 | +16 | +16 | +16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | +6 | +6 | −38 | +6 | N | +6 | a+6 | N | −4 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Helton (L) | −20 | N | N | N | N | N | −10 | −10 | −25 | −31 | N | N | −25 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Helton (F) | −25 | N | N | N | N | N | −10 | −10 | −45 | −50 | N | N | −45 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | −16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Huiskamp (L) | −20 | N | N | N | N | N | −10 | −10 | −25 | −31 | N | N | −25 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Huiskamp (F) | −25 | N | N | N | N | N | −10 | −10 | −45 | −50 | N | N | −45 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ilasco Junction (L) | −20 | N | N | N | N | N | −10 | −10 | −25 | −31 | N | N | −25 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ilasco Junction (F) | −25 | N | N | N | N | N | −10 | −10 | −45 | −50 | N | N | −45 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jones (L) | −20 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jones (F) | −25 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kampville (L) | −15 | N | N | N | N | N | +5 | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kampville (F) | −15 | N | N | N | N | N | +5 | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kissenger (L) | −20 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kissenger (F) | −25 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lagrange (L) | −20 | N | N | N | N | N | −10 | −10 | −5 | −11 | N | N | −5 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lagrange (F) | −20 | N | N | N | N | N | −10 | −10 | −1 | −7 | N | N | −1 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lamb (L) | −20 | N | N | N | N | N | −10 | −10 | −25 | −31 | N | N | −25 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lamb (F) | −25 | N | N | N | N | N | −10 | −10 | −45 | −50 | N | N | −45 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | −16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| La Motte (L) | −20 | N | N | N | N | N | −10 | −10 | −25 | −31 | N | N | −25 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| La Motte (F) | −25 | N | N | N | N | N | −10 | −10 | −45 | −50 | N | N | −45 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Louisiana (L) | −20 | N | N | N | N | N | −10 | −10 | −25 | −31 | N | N | −25 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Louisiana (F) | −25 | N | N | N | N | N | −10 | −10 | −45 | −50 | N | N | −45 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Pana, Illinois,: L 0; F −4.
b: From Pana, Illinois,: L −15; F −40.
c. Does not apply from Springfield, Illinois.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 71*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Machens (L) | N | +12 | +12 | −19 | +12 | +5 | +12 | +12 | −29 | +12 | +12 | +12 | +12 | −29 | +12 | −24 | N | −24 | N | N | −24 | −24 | N | −7 | −7 | a−7 | −24 | −24 | −24 | N | −24 | −24 | −7 |
| Machens (F) | N | +12 | +12 | +2 | +12 | +5 | +12 | +12 | −8 | +12 | +12 | +12 | +12 | −8 | +12 | −24 | N | −24 | N | N | −24 | −8 | N | −7 | −7 | a−7 | −24 | −24 | −8 | N | −8 | −8 | −7 |
| McCune (L) | N | +20 | +20 | +20 | +20 | N | +20 | +20 | +10 | N | +20 | +20 | +20 | +10 | +20 | +10 | +10 | b+1 | +10 | N | +10 | c+10 | N | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| McCune (F) | N | +16 | +16 | +16 | +16 | N | +16 | +16 | +6 | N | +16 | +16 | +16 | +6 | +16 | +6 | +6 | b−24 | +6 | N | +6 | c+6 | N | −4 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| McIntosh (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | N | N | −7 | N | N | N | +10 | N | 0 | +10 | a+10 | N | +15 | +10 | N | +10 | +10 | +10 |
| McIntosh (F) | N | +16 | +16 | +16 | +16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | N | N | −28 | N | N | N | +6 | N | −4 | +6 | a+6 | N | −10 | +6 | N | +6 | +6 | +6 |
| Mark (L) | N | +5 | +5 | +5 | +5 | 0 | 0 | +5 | −5 | +5 | +5 | +5 | +5 | −5 | +5 | +10 | +10 | N | +10 | N | +10 | c+10 | N | −15 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Mark (F) | N | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −15 | −5 | −5 | −5 | −5 | −15 | −5 | +6 | +6 | N | +6 | N | +6 | c+6 | N | −25 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| Maywood (L) | N | +12 | +12 | +12 | +12 | −15 | +12 | +12 | −17 | N | −7 | +12 | +12 | +2 | +12 | 0 | N | N | +10 | N | N | 0 | N | N | 0 | a0 | 0 | 0 | 0 | N | 0 | 0 | 0 |
| Maywood (F) | N | +12 | +12 | +12 | +12 | −15 | +12 | +12 | −17 | N | −7 | +12 | +12 | +2 | +12 | 0 | N | N | +10 | N | N | 0 | N | N | 0 | a0 | 0 | 0 | 0 | N | 0 | 0 | 0 |
| Mungers Switch (L) | N | +5 | +5 | +5 | +5 | 0 | 0 | +5 | +5 | +5 | +5 | +5 | +5 | −5 | +5 | +10 | +10 | N | +10 | N | +10 | c+10 | N | −15 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Mungers Switch (F) | N | −5 | −5 | −5 | −5 | −5 | −5 | −5 | −20 | −5 | −5 | −5 | −5 | −15 | −5 | +6 | +6 | N | +6 | N | +6 | c+6 | N | −25 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| New London (L) | N | +20 | +20 | +20 | +20 | N | +20 | +20 | +10 | N | +20 | +20 | +20 | +10 | +20 | +10 | +10 | −32 | +10 | N | +10 | c+10 | N | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| New London (F) | N | +16 | +16 | +16 | −5 | N | +16 | +16 | +6 | N | +16 | +16 | +16 | +6 | +16 | +6 | +6 | −41 | +6 | N | +6 | c+6 | N | −4 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| Oakwood (L) | N | +20 | +20 | +20 | +20 | N | +20 | +20 | +10 | N | +20 | +20 | +20 | +10 | +20 | +10 | +10 | −32 | +10 | N | +10 | c+10 | N | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Oakwood (F) | N | +16 | +16 | +16 | −5 | N | +16 | +16 | +6 | N | +16 | +16 | +16 | +6 | +16 | +6 | +6 | 41 | 41 | N | −41 | c+6 | N | −4 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| Old Monroe (L) | N | +12 | +12 | −3 | +12 | −5 | +12 | +12 | −13 | +12 | +12 | +12 | +12 | −13 | +12 | −8 | N | −8 | N | N | −8 | −8 | N | −7 | −7 | a−7 | −8 | −8 | −8 | N | −8 | −8 | −7 |
| Old Monroe (F) | N | +16 | +16 | +16 | +16 | +3 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | −10 | N | −10 | N | N | −10 | +6 | N | −4 | +6 | a+6 | −10 | −10 | +6 | N | +6 | +6 | +6 |
| Orchard Farm (L) | N | +12 | +12 | −19 | +12 | +5 | +12 | +12 | −29 | +12 | +12 | +12 | +12 | −29 | +12 | −24 | N | −24 | N | N | −24 | −24 | N | −7 | −7 | a−7 | −24 | −24 | −24 | N | −24 | −24 | −7 |
| Orchard Farm (F) | N | +12 | +12 | +2 | +12 | +5 | +12 | +12 | −8 | +12 | +12 | +12 | +12 | −8 | +12 | −24 | N | −24 | N | N | −24 | −8 | N | −7 | −7 | a−7 | −24 | −24 | −8 | N | −8 | −8 | −7 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Machens (L) | −15 | N | N | N | N | N | +5 | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Machens (F) | −15 | N | N | N | N | N | +5 | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McCune (L) | −20 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McCune (F) | −25 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McIntosh (L) | −20 | N | N | N | N | N | −10 | −10 | −45 | −50 | N | N | −45 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McIntosh (F) | −25 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mark (L) | −20 | N | N | N | N | N | −10 | −10 | −25 | −31 | N | N | −25 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mark (F) | −25 | N | N | N | N | N | −10 | −10 | −45 | −50 | N | N | −45 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Maywood (L) | −15 | N | N | N | N | N | +5 | +5 | −30 | −36 | N | N | −30 | N | N | N | N | N | −50 | N | N | −37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Maywood (F) | −15 | N | N | N | N | N | +5 | +5 | −30 | −36 | N | N | −30 | N | N | N | N | N | −50 | N | N | −37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mungers Switch (L) | −20 | N | N | N | N | N | −10 | −10 | −25 | −31 | N | N | −25 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mungers Switch (F) | −25 | N | N | N | N | N | −10 | −10 | −45 | −50 | N | N | −45 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | −16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New London (L) | −20 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New London (F) | −25 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oakwood (L) | −20 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oakwood (F) | −25 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Old Monroe (L) | −15 | N | N | N | N | N | +5 | +5 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Old Monroe (F) | −17 | N | N | N | N | N | +3 | +3 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orchard Farm (L) | −15 | N | N | N | N | N | +5 | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orchard Farm (F) | −15 | N | N | N | N | N | +5 | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: Does not apply from Springfield, Illinois.
b: From Pana, Illinois,: L −9; F −34.
c: From Pana, Illinois,: L 0; F −4.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 71*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Orrwood (L) | N | +12 | N | +12 | N | N | N | N | N | N | N | N | N | +2 | N | −7 | N | c−7 | −7 | N | −7 | b−7 | N | −7 | −7 | −7 | −7 | −7 | N | N | −7 | c−7 | −7 |
| Orrwood (F) | N | +12 | N | +12 | N | N | N | N | N | N | N | N | N | +2 | N | −7 | N | c−7 | −7 | N | −7 | b−7 | N | −7 | −7 | −7 | −7 | −7 | N | N | −7 | c−7 | −7 |
| Owendale (L) | N | +12 | N | +12 | N | N | N | N | N | N | −9 | N | N | +2 | N | −7 | N | c−7 | −7 | N | −7 | c−7 | N | −7 | −7 | −7 | −7 | −7 | c−7 | N | −7 | c−7 | −7 |
| Owendale (F) | N | +12 | N | +12 | N | N | N | N | N | N | −9 | N | N | +2 | N | −7 | N | c−7 | −7 | N | −7 | c−7 | N | −7 | −7 | −7 | −7 | −7 | c−7 | N | −7 | c−7 | −7 |
| Peno (L) | N | +20 | +20 | +20 | +20 | N | +20 | +20 | +10 | N | +20 | +20 | +20 | +10 | +20 | +10 | +10 | d−5 | +10 | N | +10 | a+10 | N | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Peno (F) | N | +16 | +16 | +16 | −5 | N | +16 | +16 | +6 | N | +16 | +16 | +16 | +6 | +16 | +6 | +6 | d−30 | +6 | N | +6 | a+6 | N | −4 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| Perry (L) | N | +12 | +12 | N | +12 | N | N | N | N | N | −15 | +12 | +12 | N | N | −7 | N | c−7 | −7 | N | −7 | c−7 | N | −7 | −7 | −7 | −7 | −7 | c−7 | N | −7 | c−7 | −7 |
| Perry (F) | N | +12 | +12 | N | +12 | N | N | N | N | N | −15 | +12 | +12 | N | N | −7 | N | c−7 | −7 | N | −7 | c−7 | N | −7 | −7 | −7 | −7 | −7 | c−7 | N | −7 | c−7 | −7 |
| Peruque (L) | N | +12 | +12 | −5 | +12 | +5 | +12 | +12 | −15 | +12 | +12 | +12 | +12 | −15 | +12 | −10 | N | −10 | N | N | −10 | −10 | N | −7 | −7 | e−7 | −10 | −10 | −10 | N | −10 | −10 | −7 |
| Peruque (F) | N | +16 | +16 | +16 | +16 | +5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | −10 | N | −10 | N | N | −10 | +6 | N | −4 | −4 | e−4 | −10 | −10 | +6 | N | +6 | +6 | −4 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Orrwood (L) | −14 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | N | N |
| Orrwood (F) | −14 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | N | N |
| Owendale (L) | −20 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | N | N |
| Owendale (F) | −20 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | N | N |
| Peno (L) | −20 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peno (F) | −25 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Perry (L) | −14 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | N | N |
| Perry (F) | −14 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | N | N | 0 | 0 | 0 | 0 | 0 | N | N |
| Peruque (L) | −15 | N | N | N | N | N | +5 | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peruque (F) | −15 | N | N | N | N | N | +5 | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Pana, Illinois: L 0; F −4.
b: From Edwardsville, Illinois, only.
c: From Pana, Illinois: −17.
d: From Pana, Illinois: L −15; F −40.
e: Does not apply from Springfield, Illinois.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 71*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Plum Creek (L) | N | +20 | +20 | +20 | +20 | N | +20 | +20 | +10 | N | +20 | +20 | +20 | +10 | +20 | +10 | +10 | -32 | +10 | N | +10 | a+10 | N | N | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Plum Creek (F) | N | +16 | +16 | +16 | -5 | N | +16 | +16 | +6 | N | +16 | +16 | +16 | +6 | +16 | +6 | +6 | -41 | +6 | N | +6 | a+6 | N | N | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| Reading (L) | N | +10 | +10 | +10 | +10 | -10 | +10 | +10 | 0 | +10 | +10 | +10 | +10 | 0 | +10 | 0 | 0 | -25 | 0 | N | 0 | b0 | N | -10 | 0 | c0 | 0 | 0 | 0 | 0 | 0 | b0 | 0 |
| Reading (F) | N | +16 | +16 | +16 | +16 | -5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | +6 | +6 | -38 | +6 | N | +6 | b+6 | N | -4 | +6 | c+6 | +6 | +6 | +6 | +6 | +6 | b+6 | +6 |
| Riverland (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | +10 | +10 | -5 | +10 | N | +10 | +10 | N | 0 | +10 | c+10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Riverland (F) | N | +16 | +16 | +16 | +16 | -5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | +6 | +6 | -23 | +6 | N | +6 | +6 | N | -4 | +6 | c+6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| Salt River (L) | N | +20 | +20 | +20 | +20 | N | +20 | +20 | +10 | N | +20 | +20 | +20 | +10 | +20 | +10 | +10 | -32 | +10 | N | +10 | a+10 | N | 0 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Salt River (F) | N | +16 | +16 | +16 | -5 | N | +16 | +16 | +6 | N | +16 | +16 | +16 | +6 | +16 | +6 | +6 | -41 | +6 | N | +6 | a+6 | N | -4 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| Saverton (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | +10 | +10 | -15 | +10 | N | +10 | +10 | N | 0 | +10 | c+10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| Saverton (F) | N | +16 | +16 | +16 | +16 | -5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | +6 | +6 | -38 | +6 | N | +6 | +6 | N | -4 | +6 | c+6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| Seeburger (L) | N | +12 | +12 | -15 | +12 | +5 | +12 | +12 | -25 | +12 | +12 | +12 | +12 | -25 | +12 | -20 | N | -20 | N | N | -20 | -20 | N | -7 | -7 | c-7 | -20 | -20 | -20 | N | -20 | -20 | -7 |
| Seeburger (F) | N | +12 | +12 | +6 | +12 | +5 | +12 | +12 | -4 | +12 | +12 | +12 | +12 | -4 | +12 | -20 | N | -20 | N | N | -20 | -4 | N | -7 | -4 | c-4 | -20 | -20 | -4 | N | -4 | -4 | -4 |
| Stockyards (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | -7 | +20 | +3 | +20 | +20 | +10 | +20 | +10 | N | -32 | N | N | +10 | a+10 | d+8 | 0 | +10 | -32 | +10 | +10 | +10 | N | +10 | +10 | +10 |
| Stockyards (F) | N | +16 | +16 | +16 | -5 | +5 | +16 | +16 | -25 | +16 | -15 | +16 | +16 | +6 | +16 | +6 | N | -41 | N | N | +6 | a+6 | d-50 | -4 | +6 | -41 | +6 | +6 | +6 | N | +6 | +6 | +6 |
| Taylor | N | +17 | +17 | +17 | +17 | -14 | +17 | +17 | -16 | N | -6 | +17 | +17 | +7 | +17 | +5 | N | N | +5 | N | N | +5 | N | -19 | +5 | +5 | +5 | +5 | +5 | N | +5 | +5 | +5 |
| Vera (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | -7 | +20 | +3 | +20 | +20 | +10 | +20 | +10 | N | -32 | N | N | +10 | a+10 | d-8 | 0 | +10 | -32 | +10 | +10 | +10 | N | +10 | +10 | +10 |
| Vera (F) | N | +16 | +16 | +16 | -5 | +5 | +16 | +16 | -25 | +16 | -15 | +16 | +16 | +6 | +16 | +6 | N | -41 | N | N | +6 | a+6 | d-50 | -4 | +6 | -41 | +6 | +6 | +6 | N | +6 | +6 | +6 |
| West Quincy (L) | N | +5 | +5 | +5 | +5 | 0 | +5 | +5 | -5 | +5 | +5 | +5 | +5 | -5 | +5 | +10 | +10 | N | +10 | N | +10 | a+10 | -34 | -15 | +10 | +10 | +10 | +10 | +10 | +10 | +10 | b+10 | +10 |
| West Quincy (F) | N | -5 | -5 | -5 | -5 | -5 | -5 | -5 | -15 | -5 | -5 | -5 | -5 | -15 | -5 | +6 | +6 | N | +6 | N | +6 | a+6 | -50 | -25 | +6 | +6 | +6 | +6 | +6 | +6 | +6 | b+6 | +6 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Plum Creek (L) | -20 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Plum Creek (F) | -25 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reading (L) | -30 | N | N | N | N | N | -20 | -20 | N | N | N | N | N | N | N | N | N | N | -50 | N | N | -50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reading (F) | -25 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | -50 | N | N | -50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Riverland (L) | -20 | N | N | N | N | N | -10 | -10 | -25 | -31 | N | N | -25 | N | N | N | N | N | -50 | N | N | -50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Riverland (F) | -25 | N | N | N | N | N | -10 | -10 | -45 | -50 | N | N | -45 | N | N | N | N | N | -50 | N | N | -50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Salt River (L) | -20 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Salt River (F) | -25 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saverton (L) | -20 | N | N | N | N | N | -10 | -10 | -25 | -31 | N | N | -25 | N | N | N | N | N | -50 | N | N | -50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saverton (F) | -25 | N | N | N | N | N | -10 | -10 | -45 | -50 | N | N | -45 | N | N | N | N | N | -50 | N | N | -50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seeburger (L) | -15 | N | N | N | N | N | -5 | -5 | N | N | N | N | N | N | N | N | N | N | N | N | N | -50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seeburger (F) | -15 | N | N | N | N | N | -5 | -5 | N | N | N | N | N | N | N | N | N | N | N | N | N | -50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stockyards (L) | -20 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stockyards (F) | -25 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Taylor | -34 | N | N | N | N | N | +5 | +5 | -29 | -35 | N | N | -29 | N | N | N | N | N | -50 | N | N | -42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vera (L) | -20 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vera (F) | -25 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Quincy (L) | -20 | N | N | N | N | N | -10 | -10 | -25 | -31 | N | N | -25 | N | N | N | N | N | -50 | N | N | -50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Quincy (F) | -25 | N | N | N | N | N | -10 | -10 | -17 | -23 | N | N | -17 | N | N | N | N | N | -50 | N | N | -50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.
a: From Pana, Illinois: L 00; F −4.
b: From Pana, Illinois: L −10; F −4.
c: Does not apply from Springfield, Illinois.
d: From Mt. Olive, Illinois only.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 71*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| White Bear (L) | N | +12 | +12 | −7 | N | −2 | +12 | N | N | +12 | +12 | +12 | +12 | −17 | +12 | 0 | N | −29 | N | N | 0 | b0 | N | −7 | 0 | a0 | 0 | 0 | b0 | N | 0 | b0 | 0 |
| White Bear (F) | N | +12 | +12 | −7 | N | −2 | +12 | N | N | +12 | +12 | +12 | +12 | −17 | +12 | 0 | N | −29 | N | N | 0 | b0 | N | −7 | 0 | a0 | 0 | 0 | b0 | N | 0 | b0 | 0 |
| White Corn (L) | N | +12 | +12 | −19 | +12 | +5 | +12 | +12 | −29 | +12 | +12 | +12 | +12 | −29 | +12 | −24 | N | −24 | N | N | −24 | −24 | N | −7 | −7 | a−7 | −24 | −24 | −24 | N | −24 | −24 | −7 |
| White Corn (F) | N | +12 | +12 | +2 | +12 | +5 | +12 | +12 | −8 | +12 | +12 | +12 | +12 | −8 | +12 | −24 | N | −24 | N | N | −24 | −8 | N | −7 | −7 | a−7 | −24 | −24 | −8 | N | −8 | −8 | −7 |
| White Rock (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | +10 | +10 | −15 | +10 | N | +10 | +10 | N | 0 | +10 | a+10 | +10 | +10 | +10 | +10 | +10 | +10 | +10 |
| White Rock (F) | N | +16 | +16 | +16 | +16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | +6 | +6 | −38 | +6 | N | +6 | +6 | N | −4 | +6 | a+6 | +6 | +6 | +6 | +6 | +6 | +6 | +6 |
| Wilkie (L) | N | +12 | +12 | −19 | +12 | +5 | +12 | +12 | −29 | +12 | +12 | +12 | +12 | −29 | +12 | −24 | N | −24 | N | N | −24 | −24 | N | −7 | −7 | a−7 | −24 | −24 | −24 | N | −24 | −24 | −7 |
| Wilkie (F) | N | +12 | +12 | +2 | +12 | +5 | +12 | +12 | −8 | +12 | +12 | +12 | +12 | −8 | +12 | −24 | N | −24 | N | N | −24 | −8 | N | −7 | −7 | a−7 | −24 | −24 | −8 | N | −8 | −8 | −7 |
| Winfield (L) | N | +20 | +20 | +20 | +20 | 0 | +20 | +20 | +10 | +20 | +20 | +20 | +20 | +10 | +20 | N | N | −13 | N | N | N | +10 | N | 0 | +10 | a+10 | N | −35 | +10 | N | +10 | +10 | +10 |
| Winfield (F) | N | +16 | +16 | +16 | +16 | −5 | +16 | +16 | +6 | +16 | +16 | +16 | +16 | +6 | +16 | N | N | −38 | N | N | N | +6 | N | −4 | +6 | a+6 | N | −50 | +6 | N | +6 | +6 | +6 |
| Withersmill | N | +12 | +12 | +12 | +12 | +5 | +12 | +12 | +2 | N | +12 | +12 | +12 | +2 | +12 | 0 | N | b0 | 0 | N | 0 | b0 | N | −7 | 0 | a0 | 0 | 0 | b0 | N | 0 | b0 | 0 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| White Bear (L) | −22 | N | N | N | N | N | +5 | +5 | −30 | −36 | N | N | −30 | N | N | N | N | N | −50 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| White Bear (F) | −22 | N | N | N | N | N | +5 | +30 | −30 | −36 | N | N | −30 | N | N | N | N | N | −50 | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| White Corn (L) | −15 | N | N | N | N | N | +5 | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| White Corn (F) | −15 | N | N | N | N | N | +5 | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| White Rock (L) | −20 | N | N | N | N | N | −10 | −10 | −25 | −31 | N | N | −25 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| White Rock (F) | −25 | N | N | N | N | N | −10 | −10 | −45 | −50 | N | N | −45 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilkie (L) | −15 | N | N | N | N | N | +5 | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilkie (F) | −15 | N | N | N | N | N | +5 | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winfield (L) | −20 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winfield (F) | −25 | N | N | N | N | N | −10 | −10 | −50 | −50 | N | N | −50 | N | N | N | N | N | −50 | N | N | −50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Withersmill | −15 | N | N | N | N | N | +5 | +5 | −25 | −31 | N | N | −25 | N | N | N | N | N | −50 | N | N | −37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive:
a: Does not apply from Springfield, Illinois.
b: From Pana, Illinois, −10.

*Prices for All-Rail Shipment Into Market Areas Nos. 72 and 74 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| | 9 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | 190 | 155 | 235 |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 214 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 225 |
| | 50 | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ----- | ----- | ----- | ----- | 200 |
| 8 | 91 | 80 | 270 | 270 | 270 | 260 | 250 | 240 | 215 | 230 | 210 | 210 | 210 | 210 | 185 | 175 | 125 | 75 | 220 | 220 | 220 | 220 | 205 | 205 | 195 | 175 | 195 | 185 | ----- | ----- | 240 |
| 9 | 136 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | 215 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 10 | 49 | 82 | 215 | 210 | 205 | 195 | 190 | 180 | 170 | 175 | 150 | 150 | 150 | 150 | 135 | 125 | 65 | 45 | 170 | 170 | 170 | 170 | 160. | 160 | 150 | 120 | 145 | 135 | 145 | ----- | 180 |
| 11 | 77 | 80 | 255 | 255 | 255 | 245 | 235 | 225 | 205 | 215 | 185 | 185 | 185 | 185 | 135 | 125 | 75 | 45 | 205 | 205 | 205 | 205 | 195 | 160 | 150 | 120 | 145 | 135 | 145 | ----- | 225 |
| 12 | 132 | 40 | 208 | 203 | 198 | 188 | 183 | 178 | 173 | 168 | 158 | 158 | 158 | 158 | 128 | 118 | 53 | ----- | 168 | 168 | 168 | 168 | 158 | 158 | 148 | 118 | 138 | 128 | ----- | ----- | 178 |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 130, 131 | 41 | 208 | 203 | 198 | 188 | 183 | 178 | 173 | 168 | 158 | 158 | 158 | 158 | 128 | 118 | 53 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 138 | 128 | ----- | ----- | 178 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 23, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | 200 | 195 | 190 | 180 | 175 | 170 | 165 | 160 | 150 | 150 | 150 | 150 | 120 | 110 | 45 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 130 | 120 | ----- | ----- | 170 |
| 16 | 45 | 21 | 222 | 217 | 212 | 202 | 197 | 187 | 177 | 182 | 157 | 157 | 157 | 157 | 127 | 117 | 52 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 137 | 127 | ----- | ----- | 187 |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5, 22 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | 215 | 210 | 205 | 195 | 190 | 180 | 170 | 175 | 150 | 150 | 150 | 150 | 120 | 110 | 45 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 130 | 120 | ----- | ----- | 180 |
| 17 | 47, 142 | 31 | 222 | 217 | 212 | 202 | 197 | 187 | 177 | 182 | 157 | 157 | 157 | 157 | 127 | 117 | 52 | ----- | 177 | 177 | 177 | 177 | 167 | 167 | 157 | 127 | 137 | 127 | ----- | ----- | 187 |
| 18 | 165 | 33 | 222 | 217 | 212 | 202 | 197 | 187 | 177 | 182 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 177 | 177 | 177 | 177 | 167 | 167 | 157 | 127 | 137 | 127 | ----- | ----- | 187 |
| 19 | 145 | 21 | 207 | 202 | 197 | 187 | 182 | 177 | 172 | 167 | 157 | 157 | 157 | 157 | 127 | 117 | 52 | ----- | 167 | 167 | 167 | 167 | 157 | 157 | 147 | 117 | 137 | 127 | ----- | ----- | 177 |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 207 | 202 | 197 | 187 | 182 | 177 | 172 | 167 | 157 | 157 | 157 | 157 | 127 | 117 | 52 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 137 | 127 | ----- | ----- | 177 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | 200 | 195 | 190 | 180 | 175 | 170 | 165 | 160 | 150 | 150 | 150 | 150 | 120 | 110 | 45 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 130 | 120 | ----- | ----- | 170 |
| 21 | 20, 138 | 27 | 207 | 202 | 197 | 187 | 182 | 177 | 172 | 167 | 157 | 157 | 157 | 157 | 127 | 117 | 52 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 137 | 127 | ----- | ----- | 177 |
| 22 | 23, 24 | 32 | 207 | 202 | 197 | 187 | 182 | 177 | 172 | 167 | 157 | 157 | 157 | 157 | 127 | 117 | 52 | ----- | 167 | 167 | 167 | 167 | 157 | 157 | 147 | 117 | 137 | 127 | ----- | ----- | 177 |
| 23 | 170 | 49 | 207 | 202 | 197 | 187 | 182 | 177 | 172 | 167 | 157 | 157 | 157 | 157 | 127 | 117 | 52 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 137 | 127 | ----- | ----- | 177 |

*Prices for All-Rail Shipment Into Market Area No. 73 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions; and Subject to Price Adjustments to Specific Destinations as Shown Hereinafter*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| | 9 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | 190 | 155 | 235 |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 225 |
| | 50 | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ----- | ----- | ----- | ----- | 200 |
| 8 | 91 | 80 | 265 | 265 | 265 | 255 | 245 | 235 | 210 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 70 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | ----- | ----- | 235 |
| 9 | 136 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | 210 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 10 | 49 | 82 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 130 | 120 | 60 | 40 | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 140 | 130 | 140 | ----- | 175 |
| 11 | 77 | 80 | 250 | 250 | 250 | 240 | 230 | 220 | 200 | 210 | 180 | 180 | 180 | 180 | 130 | 120 | 70 | 40 | 200 | 200 | 200 | 200 | 190 | 155 | 145 | 115 | 140 | 130 | 140 | ----- | 220 |
| 12 | 132 | 40 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 185 |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 130, 131 | 41 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 21 | 70 | 245 | 240 | 235 | 225 | 220 | 215 | 210 | 205 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 175 | 165 | ----- | ----- | 215 |
| | 123 | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 162 | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 171 | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 186 | 74 | 245 | 240 | 235 | 225 | 220 | 215 | 210 | 205 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | ----- | 205 | 205 | 205 | 205 | 195 | 195 | 185 | 155 | 175 | 165 | ----- | ----- | 215 |
| 16 | 45 | 21 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 175 |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5, 22 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 47, 142 | 31 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ----- | ----- | 175 |
| 18 | 165 | 33 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ----- | ----- | 175 |
| 19 | 145 | 21 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 125 | 115 | ----- | ----- | 165 |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 165 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 20, 138 | 27 | 205 | 200 | 195 | 185 | 180 | 175 | 170 | 165 | 155 | 155 | 155 | 155 | 125 | 115 | 50 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 135 | 125 | ----- | ----- | 175 |
| 22 | 23, 24 | 32 | 205 | 200 | 195 | 185 | 180 | 175 | 170 | 165 | 155 | 155 | 155 | 155 | 125 | 115 | 50 | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 135 | 125 | ----- | ----- | 175 |
| 23 | 170 | 49 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| 24 | 17, 35, 46, 87, 152 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ----- | ----- | 185 |

*Prices for All-Rail Shipment Into Market Area No. 73 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions; and Subject to Price Adjustments to Specific Destinations as Shown Hereinafter*—Continued

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 25 | 13, 71 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 185 |
| | 60 | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 78 | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 80 | 125 | 227 | 222 | 217 | 207 | 202 | 197 | 197 | 197 | 187 | 187 | 187 | 187 | 157 | 147 | 82 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 167 | 157 | ----- | ----- | 197 |
| | 81, 82 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 95 | 95 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ----- | ----- | 185 |
| 28 | 84 | 92 | 221 | 216 | 211 | 201 | 196 | 191 | 191 | 191 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 191 | 191 | 191 | 191 | 181 | 181 | 171 | 141 | ----- | ----- | ----- | ----- | 191 |
| 29 | 189 | 116 | 310 | 305 | 300 | 290 | 285 | 275 | 260 | 265 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 260 | 260 | 260 | 260 | 250 | 250 | 240 | 210 | ----- | ----- | ----- | ----- | 275 |
| 30 | 125 | 114 | 300 | 295 | 290 | 280 | 275 | 265 | 250 | 255 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | 220 | 220 | 220 | 220 | 210 | 210 | 200 | 170 | 190 | 180 | ----- | ----- | 265 |
| 31 | 150 | 111 | 300 | 295 | 290 | 280 | 275 | 265 | 250 | 255 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | ----- | ----- | 265 |
| | 164 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 98 | 117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 73, 175 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 19 | 114 | 260 | 255 | 250 | 240 | 235 | 230 | 225 | 220 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | ----- | ----- | 230 |
| | 126 | 114 | 270 | 265 | 260 | 250 | 245 | 240 | 235 | 230 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 200 | 190 | ----- | ----- | 240 |
| 33 | 1 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 185 |
| 34 | 2 | 10 | 232 | 227 | 222 | 212 | 207 | 202 | 202 | 202 | 192 | 192 | 192 | 192 | 162 | 152 | 87 | ----- | 197 | 197 | 197 | 197 | 187 | 187 | 177 | 147 | 172 | 162 | ----- | ----- | 202 |

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Adelbert Spur (L) | N | −30 | −30 | −30 | −35 | −30 | −30 | −30 | −35 | −30 | −35 | −30 | −30 | −35 | −30 | N | N | −35 | N | N | N | N | N | −35 | −35 | −35 | N | N | N | N | −35 | −35 | −35 |
| Advance (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Alfalfa Center (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Alfreys (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Allen Mills Spur (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Allen Mills Spur (F) | N | −24 | −24 | −24 | −24 | −24 | −10 | −24 | −34 | −24 | −24 | −35 | −10 | −34 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Allenville (L) | N | −15 | −10 | −10 | −34 | −10 | −10 | −10 | −35 | −2 | −34 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−35 | N | N | N | N | −30 | −30 | −30 |
| Allenville (F) | N | −15 | −10 | −10 | −34 | −10 | −10 | −10 | −35 | −2 | −34 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−35 | N | N | N | N | −30 | −30 | −30 |
| Ancell (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Angus (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Annapolis (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Annapolis (F) | N | −34 | −34 | −34 | −34 | −34 | −10 | −34 | −35 | −34 | −34 | −34 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Anniston (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Arbor (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Arbyrd (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Arcadia (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Arcadia (F) | N | −29 | −29 | −29 | −29 | −29 | −10 | −29 | −29 | −29 | −29 | −29 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −29 | N | −35 | −35 | −35 |
| Arnold (L) | N | N | N | N | N | N | N | N | −20 | N | N | N | N | −20 | N | N | N | −35 | −33 | N | N | −35 | N | −30 | −30 | *−30 | N | N | −35 | N | −35 | −35 | −30 |
| Ash Hill (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Avert (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Adelbert Spur (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −20 | N | 0 | N | N | N | N | N | 0 | 0 |
| Advance (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alfalfa Center (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Alfreys (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Allen Mills Spur (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −25 | N | 0 | −35 | 0 | N | 0 | −25 | 0 | 0 |
| Allen Mills Spur (F) | N | N | N | N | N | N | −34 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −14 | N | 0 | −35 | 0 | N | 0 | −14 | 0 | 0 |
| Allenville (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Allenville (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ancell (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Angus (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Annapolis (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | N | 0 | −35 | 0 | N | 0 | −35 | 0 | 0 |
| Annapolis (F) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −24 | N | 0 | −35 | 0 | N | 0 | −24 | 0 | 0 |
| Anniston (L) | −30 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arbor (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arbyrd (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arcadia (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | N | 0 | −35 | 0 | N | 0 | −30 | 0 | 0 |
| Arcadia (F) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −29 | N | 0 | −35 | 0 | N | 0 | −29 | 0 | 0 |
| Arnold (L) | −30 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | 0 | 0 | 0 | N | N | N |
| Ash Hill (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Avert (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bainbridge (L) | N | N | -10 | -35 | -35 | 0 | -10 | 0 | -35 | -35 | -35 | 0 | -10 | -35 | 0 | N | N | N | -35 | N | N | -35 | N | -35 | -35 | *-35 | N | N | -35 | N | -35 | -35 | -35 |
| Baker (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Bakerville (L) | N | N | -10 | -10 | N | -10 | -10 | N | N | N | -10 | -10 | -10 | -20 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Barlow (L) | N | -35 | -35 | -35 | -35 | -35 | -10 | -35 | -35 | -35 | -35 | -35 | -10 | -35 | -10 | N | N | -35 | N | N | N | N | N | -35 | -35 | *-35 | N | N | N | N | -35 | -35 | -35 |
| Barnhart (L) | N | -20 | -10 | -20 | -20 | -10 | -10 | -20 | -30 | -20 | -20 | -10 | -10 | -30 | -10 | N | N | -35 | -35 | N | N | -35 | N | -35 | -35 | *-35 | N | N | -35 | N | -35 | -35 | -35 |
| Barnhart (F) | N | -20 | -10 | -20 | -20 | -10 | -10 | -20 | -30 | -20 | -20 | -10 | -10 | -30 | -10 | N | N | -35 | -35 | N | N | -35 | N | -35 | -35 | *-35 | N | N | -35 | N | -35 | -35 | -35 |
| Barrettville (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -35 | N | N | N | N | -35 | -35 | *-35 | N | N | N | N | -35 | -35 | -35 |
| Beck (L) | N | N | N | N | N | N | -10 | N | N | N | N | N | -10 | N | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Bell City (L) | N | N | -10 | -35 | -35 | -35 | -10 | -35 | N | N | -35 | -10 | -10 | -35 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Bernie (L) | N | N | -10 | -35 | -35 | -35 | -10 | -35 | N | -35 | -35 | -10 | -10 | -35 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Bessville (L) | N | -35 | -10 | -35 | -35 | -10 | -10 | -35 | -35 | -35 | -35 | -10 | -10 | -35 | -10 | N | N | -35 | N | N | N | N | N | N | N | *-35 | N | N | N | N | -35 | -35 | -35 |
| Bessville (F) | N | -35 | -10 | -35 | -35 | -10 | -10 | -35 | -35 | -35 | -35 | -10 | -10 | -35 | -10 | N | N | -35 | N | N | N | N | N | N | N | *-35 | N | N | N | N | -35 | -35 | -35 |
| Big River (L) | N | -35 | -10 | -35 | -35 | +5 | -10 | -35 | -35 | -35 | -35 | +5 | -10 | -35 | -10 | N | N | -35 | N | N | N | -35 | N | -35 | N | -35 | N | N | -35 | N | -35 | -35 | -35 |
| Big River (F) | N | -35 | -10 | -35 | -35 | +5 | -10 | -35 | -35 | -35 | -35 | +5 | -10 | -35 | -10 | N | N | -35 | N | N | N | -35 | N | -35 | N | -35 | N | N | -35 | N | -35 | -35 | -35 |
| Bird's Point (L) | N | -35 | -35 | -35 | -35 | -35 | -10 | -35 | -35 | -35 | -35 | -35 | -10 | -35 | -10 | N | N | -35 | N | N | N | N | N | -35 | -35 | *-35 | N | N | N | N | -35 | -35 | -35 |
| Bismarck (L) | N | -35 | -10 | -35 | -35 | +5 | -10 | -35 | -35 | -35 | -35 | +5 | -10 | -35 | -10 | N | N | -35 | N | N | N | -35 | N | -35 | -35 | *-35 | N | N | -35 | N | -35 | -35 | -35 |
| Blackwell (L) | N | -20 | -20 | -20 | -35 | -20 | -10 | -20 | -35 | -20 | -35 | -20 | -10 | -30 | -10 | N | N | -35 | N | N | N | -35 | N | -35 | -35 | *-35 | N | N | -35 | N | -35 | -35 | -35 |
| Blazer (L) | N | N | -10 | -35 | -35 | -10 | -10 | -10 | -35 | N | -35 | -10 | -10 | -35 | -10 | N | N | N | -35 | N | N | -35 | N | -35 | -35 | *-35 | N | N | -35 | N | -35 | -35 | -35 |
| Blodgett (L) | N | -35 | -35 | -35 | -35 | -10 | -10 | -35 | -35 | -35 | -35 | -35 | -10 | -35 | -10 | N | N | -35 | N | N | N | N | N | -35 | -35 | *-35 | N | N | N | N | -35 | -35 | -35 |
| Blomeyer (L) | N | N | -10 | N | N | -10 | -10 | N | N | N | N | -10 | -10 | N | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bainbridge (L) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Baker (L) | N | N | N | N | N | N | N | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |
| Bakerville (L) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barlow (L) | -35 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -35 | -35 | 0 | -35 | 0 | -35 | 0 | -35 | 0 | 0 |
| Barnhart (L) | -35 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barnhart (F) | -35 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barrettville (L) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Beck (L) | -35 | N | N | N | N | N | -35 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -34 | -34 | 0 | -34 | 0 | -34 | 0 | -34 | 0 | 0 |
| Bell City (L) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bernie (L) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bessville (L) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bessville (F) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Big River (L) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Big River (F) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bird's Point (L) | -35 | N | N | N | N | N | -35 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -35 | -35 | 0 | -35 | 0 | -35 | 0 | -35 | 0 | 0 |
| Bismarck (L) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Blackwell (L) | N | N | N | N | N | N | -30 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -10 | N | 0 | N | 0 | N | 0 | -10 | 0 | 0 |
| Blazer (L) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Blodgett (L) | -35 | N | N | N | N | N | -35 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -35 | -35 | 0 | -35 | 0 | -35 | 0 | -35 | 0 | 0 |
| Blomeyer (L) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Blum (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −35 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Bonne Terre (L) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Bonne Terre (F) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Boston-Elvins (L) | N | −35 | −10 | −35 | −35 | +5 | −10 | N | −35 | N | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Boston-Elvins (F) | N | −35 | −10 | −35 | −35 | +5 | −10 | N | −35 | N | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Bowers (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Braggadocio (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | −10 | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Bragg City (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | −10 | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Brickeys (L) | N | −20 | −10 | −20 | −20 | −10 | −10 | −20 | −30 | −20 | −20 | −10 | −10 | −30 | −10 | N | N | −35 | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −10 |
| Brooks Junction (L) | N | N | −10 | −35 | N | −10 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | N | N | N | N | −35 |
| Broseley (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | −12 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Browns (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Brownwood (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Buckeye (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Bucoda (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Buffington (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Burnside (L) | N | N | N | N | N | +5 | −10 | N | N | N | N | +5 | −10 | N | −10 | N | N | −35 | N | N | N | N | N | −35 | N | −35 | N | N | N | N | −35 | −35 | −35 |
| Burnside (F) | N | N | N | N | N | +5 | −10 | N | N | N | N | +5 | −10 | N | −10 | N | N | −35 | N | N | N | N | N | −35 | N | −35 | N | N | N | N | −35 | −35 | −35 |
| Bussen Spur (L) | N | −10 | −10 | N | N | N | N | N | −10 | −10 | −10 | −10 | −10 | −20 | N | N | N | −30 | N | N | N | −30 | N | −30 | −30 | *−30 | N | N | −30 | N | −30 | −30 | −30 |
| Cable (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Blum (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Bonne Terre (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bonne Terre (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Boston-Elvins (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Boston-Elvins (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bowers (L) | N | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | 0 | 0 | 0 |
| Braggadocio (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bragg City (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brickeys (L) | −35 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brooks Junction (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Broseley (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Browns (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Brownwood (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buckeye (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Bucoda (L) | −20 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buffington (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Burnside (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Burnside (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bussen Spur (L) | N | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cable (L) | N | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cadet (L) | N | −25 | −25 | −25 | −35 | −25 | −10 | −25 | −35 | −25 | −35 | −25 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Campbell (L) | N | N | −10 | −35 | −35 | −10 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Canady (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Canalou (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Caney Creek (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Capedeau Junction (L) | N | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Cape Girardeau (L) | N | N | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Cardwell (L) | N | N | −10 | N | N | −13 | −13 | N | N | N | −13 | −10 | −10 | N | −13 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Carters (L) | N | −10 | −35 | −10 | −35 | −10 | −10 | −10 | −35 | −10 | −35 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−30 | N | N | N | N | −30 | −30 | −30 |
| Carters (F) | N | +10 | −35 | +10 | −35 | −10 | −10 | −10 | −35 | −10 | −35 | −10 | −10 | 0 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−30 | N | N | N | N | −30 | −30 | −30 |
| Caruthersville (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | −10 | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Catalpa (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | −35 | N | N | N | N | −35 | −35 | −35 |
| Catron (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Central (L) | N | −30 | 0 | N | −35 | +15 | 0 | −35 | N | N | −35 | +15 | 0 | N | 0 | N | N | N | N | N | N | N | N | −35 | N | −35 | N | N | N | N | N | N | 35 |
| Central (F) | N | −30 | 0 | N | −35 | +15 | 0 | −28 | N | N | −28 | +15 | 0 | N | 0 | N | N | N | N | N | N | N | N | −35 | N | −35 | N | N | N | N | N | N | −35 |
| Chaffee (L) | N | N | N | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | N | −35 | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | N | N | −35 |
| Champion (L) | N | N | −10 | −35 | −35 | +20 | −10 | −35 | −35 | N | −35 | +20 | −10 | −35 | −10 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Chaonia | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Charleston (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Charter Oak (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cadet (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −15 | N | 0 | N | 0 | N | 0 | −15 | 0 | 0 |
| Campbell (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Canady (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Canalou (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caney Creek (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Capedeau Junction (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −34 | −34 | 0 | −34 | 0 | −34 | 0 | −34 | 0 | 0 |
| Cape Girardeau (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cardwell (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Carters (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Carters (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caruthersville (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Catalpa (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Catron (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Central (L) | −20 | N | N | N | N | N | 0 | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Central (F) | −20 | N | N | N | N | N | 0 | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chaffee (L) | −35 | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | N | 0 | −35 | 0 | −35 | 0 | 0 | 0 | 0 |
| Champion (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chaonia (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Charleston (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Charter Oak (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chloride (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | N | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Chloride (F) | N | −34 | −34 | −34 | −34 | −34 | −10 | −34 | −35 | −34 | −34 | −34 | −10 | −35 | −10 | N | N | N | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Clarkton (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Claude (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Como (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Coral (L) | N | N | N | N | N | N | N | N | −10 | N | N | N | N | −20 | N | N | N | −35 | −33 | N | N | −35 | N | −30 | −30 | *−30 | N | N | −35 | N | −35 | −35 | −30 |
| Cornwall (L) | N | −35 | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Cornwall (F) | N | −27 | −10 | −27 | −35 | −10 | −10 | −27 | −35 | −27 | −27 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Corridon (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Crosno (L) | N | −35 | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Crowder (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Crystal City (L) | N | −20 | −10 | −20 | −20 | +5 | −10 | −20 | −30 | −20 | −20 | +5 | −10 | −30 | −10 | N | N | −35 | −35 | N | N | N | N | −35 | −35 | −35 | N | N | N | N | −35 | −35 | −35 |
| Crystal Junction (L) | N | N | −10 | −20 | −20 | +5 | −10 | −20 | −30 | −20 | −20 | +5 | −10 | −30 | −10 | N | N | N | N | N | N | N | N | −35 | N | −35 | N | N | N | N | N | N | −35 |
| Crystal Junction (F) | N | N | −10 | −20 | −20 | +5 | −10 | −20 | −30 | −20 | −20 | +5 | −10 | −30 | −10 | N | N | N | N | N | N | N | N | −35 | N | −35 | N | N | N | N | N | N | −35 |
| Cunningham (L) | N | N | −20 | N | N | −20 | −20 | N | N | N | N | −20 | −20 | N | −20 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Dale (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Daley (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Dayton (L) | N | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Deering (L) | N | N | −10 | −10 | N | −10 | −10 | N | N | N | −10 | −10 | −10 | −20 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| De Lassus (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | N | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | N |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chloride (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | N | 0 | −35 | 0 | N | 0 | −35 | 0 | 0 |
| Chloride (F) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −24 | N | 0 | −35 | 0 | N | 0 | −24 | 0 | 0 |
| Clarkton (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Claude (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Como (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coral (L) | −30 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | N | N | 0 | 0 | 0 | 0 | N | N | N |
| Cornwall (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cornwall (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Corridon (L) | N | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | 0 |
| Crosno (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crowder (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crystal City (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crystal Junction (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crystal Junction (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cunningham (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dale (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daley (L) | N | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |
| Dayton (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Deering (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| De Lassus (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | f0 | 1J | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Delta (L) | N | −35 | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Derby (L) | N | −30 | −10 | −30 | −35 | +5 | −10 | −35 | N | −35 | N | +5 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | −35 | N | −35 | N | N | N | N | N | N | −35 |
| Derby (F) | N | −30 | −10 | −30 | −35 | +5 | −10 | −35 | N | −35 | N | +5 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | −35 | N | −35 | N | N | N | N | N | N | −35 |
| Des Arc (L) | N | −10 | −10 | −10 | −35 | −10 | −10 | −10 | −35 | −10 | −35 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−30 | N | N | N | N | −30 | −30 | −30 |
| Desloge (L) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Desloge (F) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| De Soto (L) | N | −25 | −25 | −25 | −35 | −25 | −10 | −25 | −35 | −25 | −35 | −25 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Deventer (L) | N | −22 | −10 | −22 | −35 | −10 | −10 | −22 | −35 | −22 | −22 | −10 | −10 | −32 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Dexter (L) | N | −35 | −10 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Dexter Junction (L) | N | −35 | −10 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Diehlstadt (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Divide (L) | N | −35 | −10 | −30 | −35 | +5 | −10 | N | N | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | N | −35 | N | N | N | N | −35 | −35 | −35 |
| Divide (F) | N | −35 | −10 | −30 | −35 | +5 | −10 | N | N | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | N | −35 | N | N | N | N | −35 | −35 | −35 |
| Dodds (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Doe Run (L) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | N | −35 | N | N | N | N | −35 | −35 | −35 |
| Doe Run (F) | N | −33 | −10 | −33 | −33 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | N | −35 | N | N | N | N | −35 | −35 | −35 |
| Doe Run Junction (L) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Doe Run Junction (F) | N | −33 | −10 | −35 | −33 | +5 | −10 | −35 | −35 | −35 | −33 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Doe Run Lead Co's Mill (L) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Doe Run Lead Co's Mill (F) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Delta (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Derby (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Derby (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Des Arc (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Desloge (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Desloge (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| De Soto (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −15 | N | 0 | N | 0 | N | 0 | −15 | 0 | 0 |
| Deventer (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dexter (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dexter Junction (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diehlstadt (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Divide (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Divide (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dodds (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Doe Run (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Doe Run (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Doe Run Junction (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Doe Run Junction (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Doe Run Lead Co.'s Mill (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Doe Run Lead Co.'s Mill (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −28 | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Does not apply from Springfield, Illinois.

L: Applicable to Size Groups 1 to 7, inclusive, and 34.

F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dolly Siding (L) | N | N | −10 | N | N | +5 | −10 | N | N | N | N | +5 | −10 | N | −10 | N | N | −35 | N | N | N | N | N | −35 | N | −35 | N | N | N | N | −35 | −35 | −35 |
| Dolly Siding (F) | N | N | −10 | N | N | +5 | −10 | N | N | N | N | +5 | −10 | N | −10 | N | N | −35 | N | N | N | N | N | −35 | N | −35 | N | N | N | N | −35 | −35 | −35 |
| Doniphan (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Donnell (L) | N | −10 | −10 | −10 | −35 | −10 | −10 | −10 | −35 | −10 | −35 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | −30 | N | −30 | −30 | −30 | N | N | −30 | N | −30 | −30 | −30 |
| Dudley (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Dunn (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | −10 | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Dutch Town (L) | N | −34 | −10 | −10 | −34 | −10 | −10 | −10 | −35 | −10 | −34 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−35 | N | N | N | N | −30 | −30 | −30 |
| Eaglette (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| East Prairie (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Ellington (L) | N | N | N | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Elvins (L) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | N | −35 | −35 | +5 | −10 | −35 | −10 | N | N | N | N | N | N | −35 | N | −35 | N | −35 | N | N | N | N | −35 | −35 | −35 |
| Elvins (F) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | N | −35 | −35 | +5 | −10 | −35 | −10 | N | N | N | N | N | N | −35 | N | −35 | N | −35 | N | N | N | N | −35 | −35 | −35 |
| Empire Spur (L) | N | N | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−3 | N | N | N | N | −35 | −35 | −35 |
| Essex (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Esther (L) | N | −35 | −10 | N | −35 | +5 | −10 | −35 | N | N | −35 | +5 | −10 | N | −10 | N | N | N | N | N | N | N | N | −35 | N | −35 | N | N | N | N | N | N | −35 |
| Esther (F) | N | −35 | −10 | N | −35 | +5 | −10 | −35 | N | N | −35 | +5 | −10 | N | −10 | N | N | N | N | N | N | N | N | −35 | N | −35 | N | N | N | N | N | N | −35 |
| Evergreen Spur (L) | N | −20 | −20 | −20 | −26 | −20 | −10 | −20 | −35 | −20 | −26 | −20 | −10 | −30 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Fagus (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Farmington (L) | N | −35 | −10 | N | −35 | 0 | −10 | −35 | N | N | −35 | 0 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dolly Siding (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dolly Siding (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Doniphan (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Donnell (L) | N | N | N | N | N | N | −20 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 | 0 | 0 |
| Dudley (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Dunn (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dutch Town (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eaglette (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Prairie (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ellington (L) | N | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |
| Elvins (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elvins (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Empire Spur (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Essex (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Esther (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Esther (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Evergreen Spur (L) | N | N | N | N | N | N | −30 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | N | 0 | N | 0 | N | 0 | −10 | 0 | 0 |
| Fagus (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Farmington (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Festus (L) | N | −20 | −10 | −20 | −20 | +5 | −10 | −20 | −30 | −10 | −10 | +5 | −10 | −30 | −10 | N | N | −35 | −35 | N | N | −35 | N | −35 | −35 | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Festus (F) | N | −20 | −10 | −20 | −20 | +5 | −10 | −20 | −30 | −10 | −10 | +5 | −10 | −30 | −10 | N | N | −35 | −35 | N | N | −35 | N | −35 | −35 | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Fisk (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Flat River (L) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | N | −35 | −35 | +5 | −10 | −35 | −10 | N | N | N | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Flat River (F) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | N | −35 | −35 | +5 | −10 | −35 | −10 | N | N | N | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Flucom (L) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Flucom (F) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Fornfelt (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | −35 | −35 | −35 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Fredericktown (L) | N | −35 | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | −35 | N | N | N | N | −35 | −35 | −35 |
| Fredericktown (F) | N | −27 | −10 | −27 | −35 | −10 | −10 | −27 | −35 | −27 | −27 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Freeze (L) | N | N | −10 | −35 | −35 | 0 | −10 | 0 | −35 | −35 | −35 | 0 | −10 | −35 | 0 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Frisbee (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Fruit City (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Fruto (L) | N | −20 | −10 | −20 | −20 | −10 | −10 | −20 | −30 | −20 | −20 | −10 | −10 | −30 | −10 | N | N | −35 | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Fruto (F) | N | −20 | −10 | −20 | −20 | −10 | −10 | −20 | −30 | −20 | −20 | −10 | −10 | −30 | −10 | N | N | −35 | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Fuget (L) | N | −35 | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Gad's Hill (L) | N | −10 | −35 | −10 | −35 | −10 | −10 | −10 | −35 | −10 | −35 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−30 | N | N | N | N | −30 | −30 | −30 |
| Garwood (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Gibbons (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Gibson (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Festus (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Festus (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fisk (L) | −30 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Flat River (L) | −35 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Flat River (F) | −35 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Flucom (L) | −35 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Flucom (F) | −35 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fornfelt (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fredericktown (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fredericktown (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Freeze (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Frisbee (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fruit City (L) | N | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |
| Fruto (L) | −35 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fruto (F) | −35 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fuget (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gad's Hill (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Garwood (L) | N | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |
| Gibbons (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gibson (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to Size Groups 1 to 7, inclusive, and 34.

F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gideon (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Glen Allen (L) | N | −35 | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Glen Allen (F) | N | −35 | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Glen Park (L) | N | −20 | −20 | −20 | −20 | −20 | −10 | −30 | −20 | −20 | −20 | −20 | −10 | −30 | −10 | N | N | −35 | N | N | N | *−35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Glover (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Glover (F) | N | −34 | −34 | −34 | −34 | −34 | −10 | −34 | −35 | −34 | −34 | −34 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Gobler (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Gordonville (L) | N | −34 | −10 | −10 | −34 | −10 | −10 | −10 | −35 | −10 | −34 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−35 | N | N | N | N | −30 | −30 | −30 |
| Grady (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Granite Bend (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Granite Bend (F) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Gray Ridge (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Green Cox (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Grisham (L) | N | N | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Grisham (F) | N | N | −10 | −27 | −35 | −10 | −10 | −27 | −35 | −27 | −27 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Guam (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Hallett (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Hartzell (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Harviell (L) | N | −35 | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Hayti (L) | N | N | −10 | −35 | −35 | −10 | −10 | −10 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | N | −35 | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gideon (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glen Allen (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glen Allen (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glen Park (L) | N | N | N | N | N | N | −20 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | −10 | 0 | −10 | 0 | −10 | 0 | −10 | 0 | 0 |
| Glover (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | N | 0 | N | 0 | N | 0 | −35 | 0 | 0 |
| Glover (F) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | N | 0 | N | 0 | N | 0 | −35 | 0 | 0 |
| Gobler (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gordonville (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grady (L) | N | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |
| Granite Bend (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Granite Bend (F) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Gray Ridge (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Green Cox (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grisham (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grisham (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Guam (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hallett (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Hartzell (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Harviell (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hayti (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hematite (L) | N | −20 | −20 | −20 | −35 | −20 | −10 | −20 | −35 | −20 | −35 | −20 | −10 | −30 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Henderson Mound (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Hendrickson (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Henson (L) | N | −22 | −10 | −22 | −35 | −10 | −10 | −22 | −35 | −22 | −22 | −10 | −10 | −32 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Herculaneum (L) | N | −20 | −10 | −20 | −20 | +5 | −10 | −20 | −30 | −20 | −20 | +5 | −10 | −30 | −10 | N | N | −35 | N | N | N | N | N | −35 | N | −35 | N | N | N | N | −35 | −35 | −35 |
| Herculaneum (F) | N | −20 | −10 | −20 | −20 | +5 | −10 | −20 | −30 | −20 | −20 | +5 | −10 | −30 | −10 | N | N | −35 | N | N | N | N | N | −35 | N | −35 | N | N | N | N | −35 | −35 | −35 |
| Hermondale (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Hill Crest (L) | N | −10 | −10 | −10 | −10 | −10 | −10 | −10 | −20 | −10 | −10 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | −30 | N | −30 | −30 | *−30 | N | N | −30 | N | −30 | −30 | −30 |
| Hilliard (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Hobart (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Hogan (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Hogan (F) | N | −34 | −34 | −34 | −34 | −34 | −10 | −34 | −35 | −34 | −34 | −34 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Holcomb (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Holland (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Hollywood (L) | N | N | −10 | N | N | −13 | −13 | N | N | N | −13 | −10 | −10 | N | −13 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Hondin (L) | N | N | −10 | N | N | −35 | −10 | N | N | N | −35 | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Hopewell (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Horine (L) | N | −20 | −10 | −20 | −20 | −10 | −10 | −20 | −30 | −20 | −20 | −10 | −10 | −30 | −10 | N | N | −35 | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Hornersville (L) | N | N | −10 | N | N | −13 | −13 | N | N | N | −13 | −10 | −10 | N | −13 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Hough (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hematite (L) | N | N | N | N | N | N | −30 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | N | 0 | N | 0 | N | 0 | −10 | 0 | 0 |
| Henderson Mound (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hendrickson (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Henson (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Herculaneum (L) | N | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Herculaneum (F) | N | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hermondale (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hill Crest (L) | N | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hilliard (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Hobart (L) | N | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |
| Hogan (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | N | 0 | N | 0 | N | 0 | −30 | 0 | 0 |
| Hogan (F) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −24 | N | 0 | N | 0 | N | 0 | −24 | 0 | 0 |
| Holcomb (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Holland (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hollywood (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hondin (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hopewell (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −26 | N | 0 | N | 0 | N | 0 | −26 | 0 | 0 |
| Horine (L) | −35 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hornersville (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hough (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to Size Groups 1 to 7, inclusive.
F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 40 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Howe (L) | N | -35 | -10 | -35 | -35 | +5 | -10 | -35 | -35 | -35 | -35 | +5 | -10 | -35 | -10 | N | N | -35 | N | N | N | N | N | -35 | N | -35 | N | N | N | N | -35 | -35 | -35 |
| Howe (F) | N | -35 | -10 | -35 | -35 | +5 | -10 | -35 | -35 | -35 | -35 | +5 | -10 | -35 | -10 | N | N | -35 | N | N | N | N | N | -35 | N | -35 | N | N | N | N | -35 | -35 | -35 |
| Hubbells (L) | N | -35 | -35 | -35 | -35 | -35 | -10 | -35 | -35 | -35 | -35 | -35 | -10 | -35 | -10 | N | N | -35 | N | N | N | N | N | -35 | -35 | *-35 | N | N | N | N | -35 | -35 | -35 |
| Hunterville (L) | N | -35 | -35 | -35 | -35 | -35 | -10 | -35 | -35 | -35 | -35 | -35 | -10 | -35 | -10 | N | N | -35 | N | N | N | N | N | -35 | -35 | *-35 | N | N | N | N | -35 | -35 | -35 |
| Hurryville (L) | N | -35 | -10 | N | -35 | +5 | -5 | N | N | N | N | +5 | -5 | N | -5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Hurryville (F) | N | -35 | -10 | N | -35 | +5 | -5 | N | N | N | N | +5 | -5 | N | -5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Hydraulic (L) | N | -10 | -10 | -10 | -10 | -10 | -10 | -10 | -20 | -10 | -10 | -10 | -10 | -20 | -10 | N | N | -35 | -33 | N | N | -35 | N | -30 | -30 | *-30 | N | N | -35 | N | -35 | -35 | -30 |
| Hydraulic (F) | N | -10 | -10 | -10 | -10 | -10 | -10 | -10 | -20 | -10 | -10 | -10 | -10 | -20 | -10 | N | N | -35 | -33 | N | N | -35 | N | -30 | -30 | *-30 | N | N | -35 | N | -35 | -35 | -30 |
| Idalia (L) | N | N | -10 | -35 | -35 | -35 | -10 | -35 | N | N | -35 | -10 | -10 | -35 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Idlewild (L) | N | N | -10 | N | N | -10 | -10 | N | N | N | N | -10 | -10 | N | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Illmo (L) | N | N | -10 | -35 | -35 | -35 | -10 | -35 | N | -35 | -35 | -10 | -10 | -35 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Imperial (L) | N | -20 | -10 | -20 | -20 | -10 | -10 | -20 | -30 | -20 | -20 | -10 | -10 | -30 | -10 | N | N | -35 | -35 | N | N | -35 | N | -35 | -35 | *-35 | N | N | -35 | N | -35 | -35 | -35 |
| Imperial (F) | N | -20 | -10 | -20 | -20 | -10 | -10 | -20 | -30 | -20 | -20 | -10 | -10 | -30 | -10 | N | N | -35 | -35 | N | N | -35 | N | -35 | -35 | *-35 | N | N | -35 | N | -35 | -35 | -35 |
| Irondale (L) | N | -35 | -35 | -35 | -35 | -35 | -10 | -35 | -35 | -35 | -35 | -35 | -10 | -35 | -10 | N | N | -35 | N | N | N | -35 | N | -35 | -35 | *-35 | N | N | -35 | N | -35 | -35 | -35 |
| Iron Mountain (L) | N | -30 | -30 | -30 | -30 | -30 | -10 | -30 | -35 | -30 | -30 | -30 | -10 | -35 | -10 | N | N | -35 | N | N | N | -35 | N | -35 | -35 | *-35 | N | N | -35 | N | -35 | -35 | -35 |
| Ironton (L) | N | -35 | -35 | -35 | -35 | -35 | -10 | -35 | -35 | -35 | -35 | -35 | -10 | -35 | -10 | N | N | -35 | N | N | N | -35 | N | -35 | -35 | -35 | N | N | -35 | N | N | -35 | -35 |
| Ironton (F) | N | -35 | -35 | -35 | -35 | -35 | -10 | -35 | -35 | -35 | -35 | -35 | -10 | -35 | -10 | N | N | -35 | N | N | N | -35 | N | -35 | -35 | -35 | N | N | -35 | N | N | -35 | -35 |
| Ives (L) | N | -35 | -35 | -35 | -35 | -35 | -10 | -35 | -35 | -35 | -35 | -35 | -10 | -35 | -10 | N | N | -35 | N | N | N | N | N | -35 | -35 | *-35 | N | N | N | N | -35 | -35 | -35 |
| Jackson (L) | N | -34 | -10 | -10 | -34 | -10 | -10 | -10 | -35 | -10 | -34 | -10 | -10 | -20 | -10 | N | N | -30 | N | N | N | N | N | -30 | -30 | *-35 | N | N | N | N | -30 | -30 | -30 |
| Jefferson Barracks (L) | N | -10 | -10 | -10 | -10 | -10 | -10 | -10 | -20 | -10 | -10 | -10 | -10 | -20 | -10 | N | N | -30 | N | N | N | -30 | N | -30 | -30 | *-30 | N | N | -30 | N | -30 | -30 | -30 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Howe (L) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Howe (F) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hubbells (L) | -35 | N | N | N | N | N | -35 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -35 | -35 | 0 | -35 | 0 | -35 | 0 | -35 | 0 | 0 |
| Hunterville (L) | -35 | N | N | N | N | N | -35 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -35 | -35 | 0 | -35 | 0 | -35 | 0 | -35 | 0 | 0 |
| Hurryville (L) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hurryville (F) | -20 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hydraulic (L) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hydraulic (F) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Idalia (L) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Idlewild (L) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Illmo (L) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Imperial (L) | -35 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Imperial (F) | -35 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Irondale (L) | N | N | N | N | N | N | -35 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -26 | N | 0 | N | 0 | N | 0 | -26 | 0 | 0 |
| Iron Mountain (L) | N | N | N | N | N | N | -35 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -20 | N | 0 | N | 0 | N | 0 | -20 | 0 | 0 |
| Ironton (L) | N | N | N | N | N | N | -35 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -30 | N | 0 | N | 0 | N | 0 | -30 | 0 | 0 |
| Ironton (F) | N | N | N | N | N | N | -35 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -29 | N | 0 | N | 0 | N | 0 | -29 | 0 | 0 |
| Ives (L) | -35 | N | N | N | N | N | -35 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | -35 | -35 | 0 | -35 | 0 | -35 | 0 | -35 | 0 | 0 |
| Jackson (L) | -30 | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jefferson Barracks (L) | N | N | N | N | N | N | -10 | -10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jerseydale (L) | N | −10 | −10 | −10 | −10 | −10 | −10 | −10 | −20 | −10 | −10 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−30 | N | N | N | N | −30 | −30 | −30 |
| Jewell (L) | N | N | N | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Juanita (L) | N | N | −10 | −35 | −35 | +20 | −10 | −35 | −35 | N | −35 | +20 | −10 | −35 | −10 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | −*35 | N | N | −35 | N | −35 | −35 | −35 |
| Junland (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | −*35 | N | N | N | N | −35 | −35 | −35 |
| Kaechels (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Keeners (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | −*35 | N | N | N | N | −35 | −35 | −35 |
| Kennett (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Kewanee (L) | N | N | −10 | −35 | −35 | +20 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Killian (L) | N | N | N | −35 | −35 | 0 | −10 | N | N | −35 | −35 | 0 | −10 | −35 | −10 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | −*35 | N | N | −35 | N | −35 | −35 | −35 |
| Kimmswick (L) | N | −20 | −20 | −20 | −20 | −20 | −10 | −20 | −30 | −20 | −20 | −20 | −10 | −30 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | −*35 | N | N | −35 | N | −35 | −35 | −35 |
| Kinder (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Knob Lick (L) | N | −20 | −35 | −10 | −35 | −10 | −10 | −10 | −35 | −10 | −35 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | −*35 | N | N | N | N | −30 | −30 | −30 |
| Koch (L) | N | −10 | −10 | −10 | −10 | −10 | −10 | −10 | N | N | −10 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | −30 | N | −30 | −30 | −*30 | N | N | −30 | N | −30 | −30 | −30 |
| Kyger Spur (L) | N | N | −10 | −10 | N | −10 | −10 | −10 | N | −10 | N | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | −*35 | N | N | N | N | −30 | −30 | −30 |
| Kyger Spur (F) | N | N | −10 | −10 | N | −10 | −10 | −10 | N | −10 | N | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | −*35 | N | N | N | N | −30 | −30 | −30 |
| Laflin (L) | N | −15 | −10 | −15 | −35 | −10 | −10 | −5 | −35 | −5 | −35 | −10 | −10 | −15 | −10 | N | N | −25 | N | N | N | N | N | −25 | −25 | −*35 | N | N | N | N | −25 | −25 | −25 |
| Laflin (F) | N | −15 | −10 | −15 | −35 | −10 | −10 | −5 | −35 | −5 | −35 | −10 | −10 | −15 | −10 | N | N | −25 | N | N | N | N | N | −25 | −25 | −*35 | N | N | N | N | −25 | −25 | −25 |
| La Farge (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| La Valle (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Leadanna (L) | N | −10 | −10 | −10 | −35 | −10 | −10 | −10 | −35 | −10 | −35 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | −*30 | N | N | N | N | −30 | −30 | −30 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jerseydale (L) | −30 | N | N | N | N | N | −20 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |
| Jewell (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juanita (L) | −35 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Junland (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Kaechels (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Keeners (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Kennett (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kewanee (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Killian (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kimmswick (L) | N | N | N | N | N | N | −20 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | −10 | 0 | −10 | 0 | −10 | 0 | −10 | 0 | 0 |
| Kinder (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Knob Lick (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Koch (L) | N | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kyger Spur (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kyger Spur (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Laflin (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Laflin (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| La Farge (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| La Valle (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Leadanna (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Leadwood (L) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Leadwood (F) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Leeper (L) | N | −5 | −35 | −10 | −35 | −10 | −10 | −10 | −35 | −10 | −35 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−35 | N | N | N | N | −30 | −30 | −30 |
| Le May (L) | N | −20 | −20 | −10 | −20 | −10 | −10 | −20 | −30 | −20 | −20 | −10 | −10 | −20 | −10 | N | N | −35 | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Le May (F) | N | −20 | −20 | −10 | −20 | −10 | −10 | −10 | −30 | −20 | −20 | −10 | −10 | −20 | −10 | N | N | −35 | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Lilbourn (L) | N | N | −10 | −35 | −35 | +20 | −10 | −35 | −35 | −35 | −35 | +20 | −10 | −35 | −10 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Linstead (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Little River (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Lopez (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Lopez (F) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Lorwood (L) | N | N | −10 | −35 | −35 | −35 | −10 | N | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Loughboro (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | N | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Lovett (L) | N | −20 | −20 | −20 | −35 | −20 | −10 | −20 | −35 | −20 | N | −20 | −10 | −30 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | N | N | N | −35 | N | −35 | −35 | −35 |
| Lumtie (L) | N | N | N | −35 | N | −35 | −10 | −35 | N | −35 | N | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Lutesville (L) | N | −10 | −10 | −10 | −35 | −10 | −10 | −10 | −35 | −10 | −35 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−35 | N | N | N | N | −30 | −30 | −30 |
| Lutesville (F) | N | −10 | −10 | −10 | −35 | −10 | −10 | −10 | −35 | −10 | −35 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−35 | N | N | N | N | −30 | −30 | −30 |
| McBride (L) | N | N | −10 | −35 | −35 | 0 | −10 | 0 | −35 | −35 | −35 | 0 | −10 | −35 | 0 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| McCoy (L) | N | −20 | −20 | −10 | −20 | −10 | −10 | −20 | −30 | −20 | −20 | −10 | −10 | −20 | −10 | N | N | −35 | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| McQuires (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| McMullin (L) | N | N | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Leadwood (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Leadwood (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Leeper (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Le May (L) | −35 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Le May (F) | −35 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lilbourn (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Linstead (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Little River (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Lopez (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −25 | N | 0 | N | 0 | N | 0 | −25 | 0 | 0 |
| Lopez (F) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −25 | N | 0 | N | 0 | N | 0 | −25 | 0 | 0 |
| Lorwood (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Loughboro (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Lovett (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −15 | N | 0 | N | 0 | N | 0 | −15 | 0 | 0 |
| Lumtie (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | N | 0 | N | 0 | N | 0 | −35 | 0 | 0 |
| Lutesville (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lutesville (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McBride (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McCoy (L) | −35 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McQuires (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McMullin (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mackeys (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Malden (L) | N | N | −10 | −35 | −35 | −10 | −10 | −35 | N | −35 | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Marbleton (L) | N | N | −10 | −35 | N | +30 | −10 | N | N | −35 | −35 | +30 | −10 | −35 | −10 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Marie (L) | N | N | −10 | −35 | −35 | 0 | −10 | 0 | −35 | −35 | −35 | 0 | −10 | −35 | 0 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Marlo (L) | N | N | +5 | N | N | +20 | +5 | N | N | N | −34 | +20 | +5 | N | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Marquand (L) | N | −35 | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Marquand (F) | N | −27 | −10 | −27 | −35 | −10 | −10 | −27 | −35 | −27 | −27 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Marquette (L) | N | N | −10 | N | N | −10 | −10 | N | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | N | −35 | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | N | N | −35 |
| Marston (L) | N | N | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Matthews (L) | N | N | −10 | −35 | −35 | −10 | −10 | −10 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Maulsby (L) | N | N | N | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Melby (L) | N | N | −10 | −35 | −35 | −35 | N | −35 | N | N | −35 | −10 | −10 | −35 | −35 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Melon Switch (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Menfro (L) | N | N | −10 | −35 | −35 | 0 | −10 | 0 | −35 | N | −35 | 0 | −10 | −35 | 0 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Mengo (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Mesler (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Micola (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Middlebrook (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Middlebrook (F) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mackeys (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Malden (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Marbleton (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Marie (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Marlo (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Marquand (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Marquand (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Marquette (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Marston (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Matthews (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Maulsby (L) | N | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | 0 | 0 | N | 0 | 0 | 0 | 0 |
| Melby (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Melon Switch (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Menfro (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mengo (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | −30 | 0 | −30 | 0 | −30 | 0 | −30 | 0 | 0 |
| Mesler (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Micola (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Middlebrook (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −25 | N | 0 | N | 0 | N | 0 | −25 | 0 | 0 |
| Middlebrook (F) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −25 | N | 0 | N | 0 | N | 0 | −25 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Millers (L) | N | −35 | +5 | N | −35 | +15 | +5 | −35 | N | N | −35 | +15 | +5 | N | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Millers (F) | N | −35 | +5 | N | −35 | +15 | +5 | −35 | N | N | −35 | +15 | +5 | N | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Mill Spring (L) | N | −5 | −35 | −10 | −35 | −10 | −10 | −10 | −35 | −10 | −35 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−35 | N | N | N | N | −30 | −30 | −30 |
| Mine La Motte (L) | N | −35 | −32 | −10 | −35 | −10 | −10 | −10 | −35 | −10 | −35 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−35 | N | N | N | N | −30 | −30 | −30 |
| Mine La Motte (F) | N | −28 | −14 | −10 | −35 | −10 | −10 | −10 | −35 | −10 | −27 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−35 | N | N | N | N | −30 | −30 | −30 |
| Miner (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Mineral Point (L) | N | −30 | −30 | −30 | −35 | −30 | −10 | −30 | −35 | −30 | −30 | −30 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Mingo (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Montebello (L) | N | −10 | −10 | −10 | −10 | −10 | −10 | −10 | −20 | −10 | −10 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | −30 | N | −30 | −30 | *−30 | N | N | −30 | N | −30 | −30 | −30 |
| Morehouse (L) | N | −35 | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Morley (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Mosher (L) | N | −35 | −10 | N | −35 | +5 | −10 | −35 | N | N | −35 | +5 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Munsons (L) | N | 0 | +10 | 0 | 0 | 0 | −10 | 0 | −10 | 0 | 0 | +10 | +10 | −10 | 0 | N | N | −20 | N | N | N | N | N | −20 | −20 | *−20 | N | N | N | N | −20 | −20 | −20 |
| Mutual (L) | N | −10 | −10 | −10 | −10 | −10 | −10 | −10 | −20 | −10 | −10 | −10 | −10 | −20 | −10 | N | N | −35 | N | N | N | −35 | N | −30 | −30 | *−30 | N | N | −35 | N | −35 | −35 | −30 |
| Mutual (F) | N | −10 | −10 | −10 | −10 | −10 | −10 | −10 | −20 | −10 | −10 | −10 | −10 | −20 | −10 | N | N | −26 | N | N | N | −35 | N | −30 | −30 | *−30 | N | N | −35 | N | −26 | −26 | −30 |
| Nash (L) | N | N | N | −35 | −35 | −10 | −10 | N | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | −35 | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | N | N | −35 |
| Naylor (L) | N | −35 | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Neelys (L) | N | N | −10 | −35 | −35 | 0 | −10 | 0 | −35 | −35 | −35 | 0 | −10 | −35 | 0 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Neelyville (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Netherlands (L) | N | N | N | −35 | −35 | −10 | −10 | −10 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | N | −35 | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | N | N | −35 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Millers (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Millers (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mill Spring (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mine La Motte (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mine La Motte (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Miner (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Mineral Point (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −20 | N | 0 | N | 0 | N | 0 | −20 | 0 | 0 |
| Mingo (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Montebello (L) | N | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Morehouse (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Morley (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Mosher (L) | −35 | N | N | N | N | N | −25 | −25 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | −15 | −15 | −15 | 0 | 0 | 0 | 0 | −15 | −15 | −15 |
| Munsons (L) | N | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |
| Mutal (L) | −20 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mutal (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nash | −35 | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | N | 0 | 0 | 0 | −35 | 0 | 0 | 0 | 0 |
| Naylor | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Neeleys | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Neelyville (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Netherlands (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to Size Goups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73—Continued*

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| New Offenberg (L) | N | −35 | +5 | N | −35 | +10 | +5 | −35 | N | N | −35 | +10 | +5 | N | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| New Yama (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Nilo (L) | N | N | N | N | N | −10 | −10 | N | N | N | −10 | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Noxall (L) | N | N | −10 | −35 | −35 | +20 | −10 | −35 | −35 | −35 | −35 | +20 | −10 | −35 | −10 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Nyssa (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| O'Meara (L) | N | −20 | −35 | −10 | −25 | −10 | −10 | −10 | −35 | −10 | −35 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−35 | N | N | N | N | −30 | −30 | −30 |
| O'Neil (L) | N | N | −10 | N | N | −35 | −10 | N | N | N | −35 | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Oakley (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Octa (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Ogborn (L) | N | −35 | 0 | N | −35 | +10 | 0 | −35 | N | N | −35 | +10 | 0 | N | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Ogborn (F) | N | −35 | 0 | N | −35 | +10 | 0 | −35 | N | N | −35 | +10 | 0 | N | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Ohlman (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Ojibway (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Oran (L) | N | −35 | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Owenmont (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Owens (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Oxly (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Painton (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Parma (L) | N | N | −10 | −35 | −35 | −10 | −10 | −35 | −35 | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Pascola (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| New Offenburg (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Yama (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nilo (L) | −30 | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | N | 0 | N | 0 | 0 |
| Noxall (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nyssa (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O'Meara (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O'Neil (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oakley (L) | N | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |
| Octa (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ogborn (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ogborn (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ohlman (L) | N | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |
| Ojibway (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oran (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Owenmont (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Owens (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oxly (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Painton (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parma (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pascola (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Does not apply from Springfield, Ill.
L: Applicable to size groups 1 to 7, inclusive, and 34.
F: Applicable to size groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Payer (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Peach Orchard (L) | N | N | −10 | −10 | N | −10 | −10 | N | N | N | −10 | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Perkins (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Pevely (L) | N | −20 | −20 | −20 | −20 | −20 | −10 | −20 | −30 | −20 | −20 | −20 | −10 | −30 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Piedmont (L) | N | −10 | −35 | −10 | −35 | −10 | −10 | −10 | −35 | −10 | −35 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−30 | N | N | N | N | −30 | −30 | −30 |
| Pilot Knob (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Pilot Knob (F) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Platow (L) | N | −10 | −35 | −10 | −35 | −10 | −10 | −10 | −35 | −10 | −35 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−30 | N | N | N | N | −30 | −30 | −30 |
| Plattin (L) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Plattin (F) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Poplar Bluff (L) | N | N | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Poplar Junction (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Portageville (L) | N | N | −10 | −35 | −35 | −10 | −10 | −10 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Potosi (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Power House (L) | N | −35 | −10 | N | N | 0 | −10 | −35 | N | N | N | 0 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Providence (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Pulaski (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Puxico (L) | N | N | N | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Quarry (L) | N | +10 | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Qulin (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Payer (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peach Orchard (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Perkins (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pevely (L) | N | N | N | N | N | N | −20 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |
| Piedmont (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pilot Knob (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −25 | N | 0 | −35 | 0 | N | 0 | −25 | 0 | 0 |
| Pilot Knob (F) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −25 | N | 0 | −35 | 0 | N | 0 | −25 | 0 | 0 |
| Platow (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Plattin (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Plattin (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Poplar Bluff (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Poplar Junction (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portageville (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Potosi (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | N | 0 | −35 | 0 | N | 0 | −35 | 0 | 0 |
| Power House (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Providence (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pulaski (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Puxico (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Quarry (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Qulin (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to Size Groups 1 to 7, inclusive, and 34.
F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Randles (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Raymond (L) | N | N | N | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Reynolds (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Risco (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Ristine (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Rivermines (L) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | N | −35 | N | N | N | N | −35 | −35 | −35 |
| Rivermines (F) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | N | −35 | N | N | N | N | −35 | −35 | −35 |
| Riverside (L) | N | −20 | −10 | −20 | −20 | +5 | −10 | −20 | −20 | −20 | −20 | +5 | −10 | −30 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Rives (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Rockview (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | −35 | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Rodney (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Rombauer (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Ruble (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Rumsey Spur (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Rush Tower (L) | N | −20 | −10 | −20 | −20 | −10 | −10 | −20 | −30 | −20 | −20 | −10 | −10 | −30 | −10 | N | N | −35 | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| St. Francois (L) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| St. Francois (F) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Ste. Genevieve (L) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| St. Joseph Lead Co. (L) | N | −35 | −10 | −35 | −35 | N | −30 | −35 | N | −35 | −35 | −10 | −10 | −35 | −30 | N | N | −35 | N | N | N | N | N | −35 | N | −35 | N | N | N | N | −35 | −35 | −35 |
| St. Joseph Lead Co. (F) | N | −35 | −10 | −35 | −35 | N | −30 | −35 | N | −35 | −35 | −10 | −10 | −35 | −30 | N | N | −35 | N | N | N | N | N | −35 | N | −35 | N | N | N | N | −35 | −35 | −35 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Randles (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Raymond (L) | N | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |
| Reynolds (L) | N | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |
| Risco (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ristine (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rivermines (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rivermines (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Riverside (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rives (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rockview (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rodney (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Rombauer (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ruble (L) | N | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |
| Rumsey Spur (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Rush Tower (L) | −35 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Francois (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Francois (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ste. Genevieve (L) | −30 | N | N | N | N | N | −25 | −25 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | −15 | −15 | −15 | 0 | 0 | 0 | 0 | −15 | −15 | −15 |
| St. Joseph Lead Co. (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −30 | 0 | −30 | 0 | 0 | 0 | 0 | 0 | 0 | −30 |
| St. Joseph Lead Co. (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −28 | −30 | 0 | −30 | 0 | 0 | 0 | 0 | 0 | 0 | −30 |

*Does not apply from Springfield, Illinois.

L: Applicable to size groups 1 to 7, inclusive, and 34.

F: Applicable to size groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| St. Marys (L) | N | N | −10 | −35 | −35 | +20 | −10 | −24 | −35 | −35 | −35 | +20 | −10 | −35 | −10 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Sabula (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Sabula (F) | N | −34 | −34 | −34 | −34 | −34 | −10 | −34 | −35 | −34 | −34 | −34 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Salcedo (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 |
| Samos (L) | N | −35 | −10 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Sand Pit (L) | N | N | −10 | −20 | N | +5 | −10 | N | −35 | −20 | −35 | +5 | −10 | −30 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Sand Pit (F) | N | N | −10 | −20 | N | +5 | −10 | N | −35 | −20 | −35 | +5 | −10 | −30 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Sand Spur (L) | N | −34 | −10 | −10 | −34 | −10 | −10 | −10 | −35 | −10 | −34 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−35 | N | N | N | N | −30 | −30 | −30 |
| Sarcy Spur (L) | N | −35 | N | −35 | N | −10 | −35 | −35 | N | −35 | N | −10 | −35 | −35 | −35 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Sargent (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | −35 | N | N | N | N | −35 | −35 | −35 |
| Sawyer (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Senath (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Seventy-six (L) | N | N | −10 | −35 | −35 | 0 | −10 | 0 | N | −35 | −35 | 0 | −10 | −35 | 0 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Shade (L) | N | N | −10 | −35 | −35 | −10 | −10 | −10 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Sheehan (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Sikeston (L) | N | −35 | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Silica (L) | N | −10 | −10 | −10 | −10 | −10 | −10 | −10 | −20 | −10 | −10 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−30 | N | N | N | N | −30 | −30 | −30 |
| Sinsabaugh (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Skillman (L) | N | −10 | −10 | −10 | −10 | −10 | −10 | −10 | −20 | −10 | −10 | −10 | −10 | −20 | −10 | N | N | −35 | −33 | N | N | −35 | N | −30 | −30 | *−30 | N | N | −35 | N | −35 | −35 | −30 |
| Skillman (F) | N | −10 | −10 | −10 | −10 | −10 | −10 | −10 | −20 | −10 | −10 | −10 | −10 | −20 | −10 | N | N | −35 | −33 | N | N | −35 | N | −30 | −30 | *−30 | N | N | −35 | N | −35 | −35 | −35 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| St. Marys (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sabula (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | N | 0 | −35 | 0 | N | 0 | −35 | 0 | 0 |
| Sabula (F) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −24 | N | 0 | −35 | 0 | N | 0 | −24 | 0 | 0 |
| Salcedo (L) | N | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Samos (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sand Pit (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sand Pit (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sand Spur (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sarcy Spur (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Sargent (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Sawyer (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Senath (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seventy-Six (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shade (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sheehan (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Sikeston (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Silica (L) | N | N | N | N | N | N | −20 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |
| Sinsabaugh (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Skillman (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Skillman (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to Size Groups 1 to 7, inclusive.
F: Applicable to Size Groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sprott (L) | N | −35 | +5 | N | −35 | +15 | +5 | −35 | N | N | −35 | +15 | +5 | N | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Sprott (F) | N | −35 | +5 | N | −35 | +15 | +5 | −35 | N | N | −35 | +15 | +5 | N | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Starland (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | N | N | N | N | −35 | −33 | *−33 | N | N | N | N | N | N | −33 |
| Steele (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Sturdivant (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Sulphur Springs (L) | N | −20 | −20 | −20 | −20 | −20 | −10 | −20 | −30 | −20 | −20 | −20 | −10 | −30 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Summit (L) | N | −30 | −30 | −30 | −35 | −30 | −10 | −30 | −35 | −30 | −35 | −30 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Sunnyside (L) | N | −10 | −10 | −10 | −10 | −10 | −10 | −10 | −20 | −10 | −10 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | −30 | N | −30 | −30 | *−30 | N | N | −30 | N | −30 | −30 | −30 |
| Swift (L) | N | N | −10 | −35 | −35 | −10 | −10 | −10 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Swink (L) | N | −35 | −10 | N | −35 | 0 | −10 | −35 | N | N | −35 | 0 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Tallipoosa (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Tanner (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Taskee (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Ten Brook (L) | N | −20 | −10 | −20 | −20 | −10 | −10 | −20 | −30 | −20 | −20 | −10 | −10 | −30 | −10 | N | N | −35 | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Ten Brook (F) | N | −20 | −10 | −20 | −20 | −10 | −10 | −20 | −30 | −20 | −20 | −10 | −10 | −30 | −10 | N | N | −35 | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Thomure (L) | N | −30 | +5 | N | −30 | +20 | +5 | N | N | N | −30 | +20 | +5 | N | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Tiff (L) | N | −25 | −25 | −25 | −35 | −25 | −10 | −25 | −35 | −25 | −35 | −25 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Tip Top (L) | N | −30 | −30 | −30 | −35 | −30 | −10 | −30 | −35 | −30 | −35 | −30 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Tip Top (F) | N | −24 | −24 | −24 | −24 | −24 | −10 | −24 | −34 | −24 | −24 | −24 | −10 | −34 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Torch (L) | N | N | N | N | N | N | −10 | N | N | N | N | N | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sprott (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sprott (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Starland (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Steele (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sturdivant (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sulphur Springs (L) | N | N | N | N | N | N | −20 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | −10 | 0 | −10 | 0 | −10 | 0 | −10 | 0 | 0 |
| Summit (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −20 | N | 0 | N | 0 | N | 0 | −20 | 0 | 0 |
| Sunnyside (L) | N | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Swift (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Swink (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tallipoosa (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tanner (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Taskee (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ten Brook (L) | −35 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ten Brook (F) | −35 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Thomure (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tiff (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −15 | N | 0 | N | 0 | N | 0 | −15 | 0 | 0 |
| Tip Top (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −20 | N | 0 | −35 | 0 | N | 0 | −20 | 0 | 0 |
| Tip Top (F) | N | N | N | N | N | N | −34 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −14 | N | 0 | −35 | 0 | N | 0 | −14 | 0 | 0 |
| Torch (L) | −35 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | N | 0 | 0 | 0 | −35 | 0 | 0 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to size groups 1 to 7, inclusive, and 34.
F: Applicable to size groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Diff erentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Townley (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Trego (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Tunnel (L) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Tunnel (F) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Tyspur (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Valles Mines (L) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Valles Mines (F) | N | −35 | −10 | −35 | −35 | +5 | −10 | −35 | −35 | −35 | −35 | +5 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | N | −35 | N | N | −35 | N | −35 | −35 | −35 |
| Vanduser (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Victoria (L) | N | −25 | −25 | −25 | −35 | −25 | −10 | −25 | −35 | −25 | −35 | −25 | −10 | −35 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Vineland (L) | N | −20 | −20 | −20 | −35 | −20 | −10 | −20 | −35 | −20 | −35 | −20 | −10 | −30 | −10 | N | N | −35 | N | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Vulcan (L) | N | −10 | −10 | −10 | −35 | −10 | −10 | −10 | −35 | −10 | −35 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | N | N | −30 | −30 | *−30 | N | N | N | N | −30 | −30 | −30 |
| Wahite Spur (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Walsh (L) | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Wappapello (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Weingarten (L) | N | −35 | 0 | N | −35 | +10 | 0 | −35 | N | N | −35 | +10 | 0 | N | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Weincarten (F) | N | −35 | 0 | N | −35 | +10 | 0 | −35 | N | N | −35 | +10 | 0 | N | 0 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| White House (L) | N | −10 | −10 | −10 | −10 | −10 | −10 | −10 | −20 | −10 | −10 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | −30 | N | −30 | −30 | *−30 | N | N | −30 | N | −30 | −30 | −30 |
| White Oak (L) | N | N | −10 | N | N | −10 | −10 | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| White Water (L) | N | −15 | −10 | −15 | −35 | −10 | −10 | −15 | −35 | −15 | −35 | −10 | −10 | −25 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| White Water (F) | N | −15 | −10 | −15 | −35 | −10 | −10 | −15 | −35 | −15 | −35 | −10 | −10 | −25 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Townley (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trego (L) | N | N | N | N | N | N | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | N | 0 | N | 0 | N | 0 | 0 |
| Tunnel (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tunnel (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tyspur (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Valles Mines (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Valles Mines (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vanduser (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Victoria (L) | N | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −15 | N | 0 | N | 0 | N | 0 | −15 | 0 | 0 |
| Vineland (L) | N | N | N | N | N | N | −30 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −10 | N | 0 | N | 0 | N | 0 | −10 | 0 | 0 |
| Vulcan (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| White Spur (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Walsh (L) | N | N | N | N | N | N | −25 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −15 | −15 | 0 | −15 | 0 | −15 | 0 | −15 | 0 | 0 |
| Wappapello (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Weingarten (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Weingarten (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| White House (L) | N | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| White Oak (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| White Water (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| White Water (F) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to size groups 1 to 7, inclusive, and 34.
F: Applicable to size groups 8 to 28, inclusive.

*Price Adjustments to F. O. B. Mine Prices Necessary to Maintain Delivered Differentials at Destinations in Market Area No. 73*—Continued

| Mine origin group No. | 10 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 40 | 41 | 42 | 43 | 44 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 57 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wickes (L) | N | −10 | −10 | −10 | −10 | −10 | −10 | −10 | −20 | −10 | −10 | −10 | −10 | −20 | −10 | N | N | −30 | N | N | N | −30 | N | −30 | −30 | *−30 | N | N | −30 | N | −30 | −30 | −30 |
| Wilby (L) | N | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −35 | −35 | −35 | −35 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Williamsville (L) | N | −35 | −10 | −35 | −35 | −10 | −10 | −35 | −35 | −35 | −35 | −10 | −10 | −35 | −10 | N | N | −35 | N | N | N | N | N | −35 | −35 | *−35 | N | N | N | N | −35 | −35 | −35 |
| Wittenberg (L) | N | N | −10 | −35 | −35 | 0 | −10 | 0 | −35 | −35 | −35 | 0 | −10 | −35 | 0 | N | N | N | −35 | N | N | −35 | N | −35 | −35 | *−35 | N | N | −35 | N | −35 | −35 | −35 |
| Wyatt (L) | N | N | −10 | −35 | −35 | −35 | −10 | −35 | N | N | −35 | −10 | −10 | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Yama (L) | N | N | −10 | N | N | −10 | N | N | N | N | N | −10 | −10 | N | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Zell (L) | N | −34 | +5 | N | −34 | +10 | +5 | −34 | N | N | −34 | +10 | +5 | N | +5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |

| Mine origin group No. | 62 | 70 | 71 | 72 | 73 | 74 | 80 | 82 | 91 | 92 | 93 | 95 | 96 | 111 | 112 | 114 | 116 | 117 | 118 | 125 | 126 | 127 | 132 | 133 | 134 | 135 | 137 | 138 | 139 | 140 | 141 | 142 | 143 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chicago freight differential | 30 | 60 | 60 | 60 | 60 | 60 | 10 | 10 | 40 | 46 | 40 | 40 | 40 | 75 | 75 | 85 | 85 | 75 | 75 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Destination* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wickes (L) | N | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilby (L) | −35 | N | N | N | N | N | −35 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | −35 | 0 | −35 | 0 | −35 | 0 | −35 | 0 | 0 |
| Williamsville (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wittenberg (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wyatt (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Yama (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Zell (L) | −30 | N | N | N | N | N | −10 | −10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | −24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Does not apply from Springfield, Illinois.
L: Applicable to size groups 1 to 7, inclusive, and 34.
F: Applicable to size groups 8 to 28, inclusive.

*Prices for All-Rail Shipment Into Market Area No. 75 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| | 9 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | 190 | 155 | 235 |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 225 |
| | 50 | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ----- | ----- | ----- | ----- | 200 |
| 8 | 91 | 80 | 265 | 265 | 265 | 255 | 245 | 235 | 210 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 70 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | ----- | ----- | 235 |
| 9 | 136 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | 210 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 10 | 49 | 82 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 130 | 120 | 60 | 40 | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 140 | 130 | 140 | ----- | 175 |
| 11 | 77 | 80 | 250 | 250 | 250 | 240 | 230 | 220 | 200 | 210 | 180 | 180 | 180 | 180 | 130 | 120 | 70 | 40 | 200 | 200 | 200 | 200 | 190 | 155 | 145 | 115 | 140 | 130 | 140 | ----- | 220 |
| 12 | 132 | 40 | 225 | 220 | 215 | 205 | 200 | 195 | 190 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ----- | ----- | 195 |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 130, 131 | 41 | 225 | 220 | 215 | 205 | 200 | 195 | 190 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 195 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | 200 | 195 | 190 | 180 | 175 | 170 | 165 | 160 | 150 | 150 | 150 | 150 | 120 | 110 | 45 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 130 | 120 | ----- | ----- | 170 |
| 16 | 45 | 21 | 240 | 235 | 230 | 220 | 215 | 205 | 195 | 200 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 205 |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5, 22 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 175 |
| 17 | 47, 142 | 31 | 240 | 235 | 230 | 220 | 215 | 205 | 195 | 200 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 195 | 195 | 195 | 195 | 185 | 185 | 175 | 145 | 155 | 145 | ----- | ----- | 205 |
| 18 | 165 | 33 | 240 | 235 | 230 | 220 | 215 | 205 | 195 | 200 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 195 | 195 | 195 | 195 | 185 | 185 | 175 | 145 | 155 | 145 | ----- | ----- | 205 |
| 19 | 145 | 21 | 225 | 220 | 215 | 205 | 200 | 195 | 190 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ----- | ----- | 195 |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 225 | 220 | 215 | 205 | 200 | 195 | 190 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 195 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 165 |
| 21 | 20, 138 | 27 | 225 | 220 | 215 | 205 | 200 | 195 | 190 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 195 |
| 22 | 23, 24 | 32 | 225 | 220 | 215 | 205 | 200 | 195 | 190 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ----- | ----- | 195 |
| 23 | 170 | 49 | 225 | 220 | 215 | 205 | 200 | 195 | 190 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 195 |

*Prices for All-Rail Shipment Into Market Areas Nos. 208, 209, 210, 211 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| | 9 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 160 | 150 | ---- | ---- | 225 |
| | 50 | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 160 | 150 | ---- | ---- | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 160 | 150 | ---- | ---- | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ---- | ---- | ---- | ---- | 200 |
| 8 | 91 | 80 | 265 | 265 | 265 | 255 | 245 | 235 | 210 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 70 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | ---- | ---- | 235 |
| 9 | 136 | 80 | ---- | ---- | ---- | ---- | ---- | ---- | 210 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 10 | 49 | 82 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 130 | 120 | 60 | 40 | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 140 | 130 | 140 | ---- | 175 |
| 11 | 77 | 80 | 250 | 250 | 250 | 240 | 230 | 220 | 200 | 210 | 180 | 180 | 180 | 180 | 130 | 120 | 70 | 40 | 200 | 200 | 200 | 200 | 190 | 155 | 145 | 115 | 140 | 130 | 140 | ---- | 220 |
| 12 | 132 | 40 | 225 | 220 | 215 | 205 | 200 | 195 | 190 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ---- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ---- | ---- | 195 |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 130, 131 | 41 | 225 | 220 | 215 | 205 | 200 | 195 | 190 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 155 | 145 | ---- | ---- | 195 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 125 | 115 | ---- | ---- | 165 |
| 16 | 45 | 21 | 215 | 210 | 205 | 195 | 190 | 180 | 170 | 175 | 150 | 150 | 150 | 150 | 120 | 110 | 45 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 130 | 120 | ---- | ---- | 180 |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5, 22 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 125 | 115 | ---- | ---- | 175 |
| 17 | 147, 142 | 31 | 215 | 210 | 205 | 195 | 190 | 180 | 170 | 175 | 150 | 150 | 150 | 150 | 120 | 110 | 45 | ---- | 170 | 170 | 170 | 170 | 160 | 160 | 150 | 120 | 130 | 120 | ---- | ---- | 180 |
| 18 | 165 | 33 | 215 | 210 | 205 | 195 | 190 | 180 | 170 | 175 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 170 | 170 | 170 | 170 | 160 | 160 | 150 | 120 | 130 | 120 | ---- | ---- | 180 |
| 19 | 145 | 21 | 200 | 195 | 190 | 180 | 175 | 170 | 165 | 160 | 150 | 150 | 150 | 150 | 120 | 110 | 45 | ---- | 160 | 160 | 160 | 160 | 150 | 150 | 140 | 110 | 130 | 120 | ---- | ---- | 170 |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 200 | 195 | 190 | 180 | 175 | 170 | 165 | 160 | 150 | 150 | 150 | 150 | 120 | 110 | 45 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 130 | 120 | ---- | ---- | 170 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 125 | 115 | ---- | ---- | 165 |
| 21 | 20, 138 | 27 | 200 | 195 | 190 | 180 | 175 | 170 | 165 | 160 | 150 | 150 | 150 | 150 | 120 | 110 | 45 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 130 | 120 | ---- | ---- | 170 |
| 22 | 23, 24 | 32 | 200 | 195 | 190 | 180 | 175 | 170 | 165 | 160 | 150 | 150 | 150 | 150 | 120 | 110 | 45 | ---- | 160 | 160 | 160 | 160 | 150 | 150 | 140 | 110 | 130 | 120 | ---- | ---- | 170 |
| 23 | 170 | 49 | 225 | 220 | 215 | 205 | 200 | 195 | 190 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 155 | 145 | ---- | ---- | 195 |

*Prices for All-Rail Shipment Into Market Areas Nos. 104, 115, 116, 147, 148, 150, 151, 152, 153, 154, 155, 156, 157, 212 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
|  | 9 | 137 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 44, 151, 191, 192 | 140 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 156, 157 | 141 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | 119, 176 | 132 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | 190 | 155 | 235 |
|  | 14, 183 | 133 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 121 | 137 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 108, 118, 124 | 138 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 54 | 139 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 55, 106, 120 | 140 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 148, 184 | 141 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 18 | 142 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 75 | 143 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 225 |
|  | 50 | 134 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ----- | ----- | ----- | ----- | 200 |
| 8 | 91 | 80 | 225 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 195 | 195 | 195 | 195 | 170 | 160 | 110 | 60 | 205 | 205 | 205 | 205 | 190 | 190 | 180 | 160 | 180 | 170 | ----- | ----- | 220 |
| 9 | 136 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | 200 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 10 | 49 | 82 | 200 | 195 | 190 | 180 | 175 | 165 | 155 | 160 | 135 | 135 | 135 | 135 | 120 | 110 | 50 | 30 | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 130 | 120 | 130 | ----- | 165 |
| 11 | 77 | 80 | 240 | 240 | 240 | 230 | 220 | 210 | 190 | 200 | 170 | 170 | 170 | 170 | 120 | 110 | 60 | 30 | 190 | 190 | 190 | 190 | 180 | 145 | 135 | 105 | 130 | 120 | 130 | ----- | 210 |
| 13 | 29, 58 | 62 | 185 | 180 | 175 | 165 | 160 | 155 | 150 | 145 | 135 | 135 | 135 | 135 | 105 | 95 | 30 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 115 | 105 | ----- | ----- | 155 |
| 16 | 45 | 21 | 200 | 195 | 190 | 180 | 175 | 165 | 155 | 160 | 135 | 135 | 135 | 135 | 105 | 95 | 30 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 115 | 105 | ----- | ----- | 165 |
|  | 72 | 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 5, 22 | 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 135 | 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 137 | 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 38, 85, 178 | 80 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 17 | 47, 142 | 31 | 200 | 195 | 190 | 180 | 175 | 165 | 155 | 160 | 135 | 135 | 135 | 135 | 105 | 95 | 30 | ----- | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 115 | 105 | ----- | ----- | 165 |
| 18 | 165 | 33 | 200 | 195 | 190 | 180 | 175 | 165 | 155 | 160 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 115 | 105 | ----- | ----- | 165 |
| 19 | 145 | 21 | 185 | 180 | 175 | 165 | 160 | 155 | 150 | 145 | 135 | 135 | 135 | 135 | 105 | 95 | 30 | ----- | 145 | 145 | 145 | 145 | 135 | 135 | 125 | 95 | 115 | 105 | ----- | ----- | 155 |
|  | 153 | 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 188 | 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 96, 99, 100 | 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 3, 86, 103, 104, 161 | 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 48 | 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 20 | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | 185 | 180 | 175 | 165 | 160 | 155 | 150 | 145 | 135 | 135 | 135 | 135 | 105 | 95 | 30 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 115 | 105 | ----- | ----- | 155 |
|  | 139 | 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 93, 159 | 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 31, 34, 105, 110 | 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 11 | 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 16 | 80 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

*Prices for Shipment Into Market Area Nos. 20–21 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
|  | 9 | 137 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 44, 151, 191, 192 | 140 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 156–157 | 141 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | 119, 176 | 132 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | 190 | 155 | 235 |
|  | 14, 183 | 133 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 121 | 137 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 108, 118, 124 | 138 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 54 | 139 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 55, 106, 120 | 140 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 148, 184 | 141 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 18 | 142 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 75 | 143 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 225 |
|  | 50 | 134 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ----- | ----- | ----- | ----- | 200 |

*Prices for Shipment Into Market Area Nos. 20–21 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*—Continued

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 8 | 91 | 80 | 265 | 265 | 265 | 255 | 245 | 235 | 210 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 70 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | ----- | ----- | 235 |
| 9 | 136 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | 210 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 10 | 49 | 82 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 130 | 120 | 60 | 40 | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 140 | 130 | 140 | ----- | 175 |
| 11 | 77 | 80 | 250 | 250 | 250 | 240 | 230 | 220 | 200 | 210 | 180 | 180 | 180 | 180 | 130 | 120 | 70 | 40 | 200 | 200 | 200 | 200 | 190 | 155 | 145 | 115 | 140 | 130 | 140 | ----- | 220 |
| 12 | 132 | 40 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 185 |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 130, 131 | 41 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 21 | 70 | 223 | 218 | 213 | 203 | 198 | 193 | 188 | 183 | 173 | 173 | 173 | 178 | 143 | 133 | 68 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 153 | 143 | ----- | ----- | 193 |
| | 123 | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 162 | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 171 | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 186 | 74 | 223 | 218 | 213 | 203 | 198 | 193 | 188 | 183 | 173 | 173 | 173 | 173 | 143 | 133 | 68 | ----- | 183 | 183 | 183 | 183 | 173 | 173 | 163 | 133 | 153 | 143 | ----- | ----- | 193 |
| 16 | 45 | 21 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 175 |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5, 22 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 47, 142 | 31 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ----- | ----- | 175 |
| 18 | 165 | 33 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ----- | ----- | 175 |
| 19 | 145 | 21 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 125 | 115 | ----- | ----- | 165 |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 165 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 20, 138 | 27 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 125 | 115 | ----- | ----- | 165 |
| 22 | 23, 24 | 32 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ----- | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 125 | 115 | ----- | ----- | 165 |
| 23 | 170 | 49 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| 24 | 17, 35, 46, 87, 152 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ----- | ----- | 185 |
| 25 | 13, 71 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 185 |
| | 60 | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 78 | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 80 | 125 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 185 |
| | 81, 82 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 95 | 95 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ----- | ----- | 185 |
| 28 | 84 | 92 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | ----- | ----- | ----- | ----- | 185 |
| 29 | 189 | 116 | 295 | 290 | 285 | 275 | 270 | 260 | 245 | 250 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 245 | 245 | 245 | 245 | 235 | 235 | 225 | 195 | ----- | ----- | ----- | ----- | 260 |
| 30 | 125 | 114 | 295 | 290 | 285 | 275 | 270 | 260 | 245 | 250 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | 215 | 215 | 215 | 215 | 205 | 205 | 195 | 165 | 185 | 175 | ----- | ----- | 260 |
| 31 | 150 | 111 | 295 | 290 | 285 | 275 | 270 | 260 | 245 | 250 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 175 | ----- | ----- | 260 |
| | 164 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 98 | 117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 73, 175 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 19, 126 | 114 | 255 | 250 | 245 | 235 | 230 | 225 | 220 | 215 | 205 | 205 | 205 | 205 | 175 | 165 | 100 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 175 | ----- | ----- | 225 |
| 33 | 1 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 185 |
| 34 | 2 | 10 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 180 | 180 | 180 | 180 | 170 | 170 | 160 | 130 | 155 | 145 | ----- | ----- | 185 |

*Prices for All-Rail Shipment Into Market Areas Nos. 22, 23, 30 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| | 9 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 160 | 150 | ---- | ---- | 225 |
| | 50 | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 160 | 150 | ---- | ---- | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 160 | 150 | ---- | ---- | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ---- | ---- | ---- | ---- | 200 |
| 8 | 91 | 80 | 265 | 265 | 265 | 255 | 245 | 235 | 210 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 70 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | ---- | ---- | 235 |
| 9 | 136 | 80 | ---- | ---- | ---- | ---- | ---- | ---- | 210 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | | | | | | | | | ---- | ---- | ---- | ---- | ---- |
| 10 | 49 | 82 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 130 | 120 | 60 | 40 | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 140 | 130 | 140 | ---- | 175 |
| 11 | 77 | 80 | 250 | 250 | 250 | 240 | 230 | 220 | 200 | 210 | 180 | 180 | 180 | 180 | 130 | 120 | 70 | 40 | 200 | 200 | 200 | 200 | 190 | 155 | 145 | 115 | 140 | 130 | 140 | ---- | 220 |
| 12 | 132 | 40 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 130, 131 | 41 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 21 | 70 | 245 | 240 | 235 | 225 | 220 | 215 | 210 | 205 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 175 | 165 | ---- | ---- | 215 |
| | 123 | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 162 | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 171 | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 186 | 74 | 245 | 240 | 235 | 225 | 220 | 215 | 210 | 205 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | ---- | 205 | 205 | 205 | 205 | 195 | 195 | 185 | 155 | 175 | 165 | ---- | ---- | 215 |
| 16 | 45 | 21 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 125 | 115 | ---- | ---- | 175 |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5, 22 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 47, 142 | 31 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ---- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ---- | ---- | 175 |
| 18 | 165 | 33 | 210 | 205 | 200 | 190 | 185 | 175 | 165 | 170 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 125 | 115 | ---- | ---- | 175 |
| 19 | 145 | 21 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ---- | 155 | 155 | 155 | 155 | 145 | 145 | 135 | 105 | 125 | 115 | ---- | ---- | 165 |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 195 | 190 | 185 | 175 | 170 | 165 | 160 | 155 | 145 | 145 | 145 | 145 | 115 | 105 | 40 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 125 | 115 | ---- | ---- | 165 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 20, 138 | 27 | 205 | 200 | 195 | 185 | 180 | 175 | 170 | 165 | 155 | 155 | 155 | 155 | 125 | 115 | 50 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 135 | 125 | ---- | ---- | 175 |
| 22 | 23, 24 | 32 | 205 | 200 | 195 | 185 | 180 | 175 | 170 | 165 | 155 | 155 | 155 | 155 | 125 | 115 | 50 | ---- | 165 | 165 | 165 | 165 | 155 | 155 | 145 | 115 | 135 | 125 | ---- | ---- | 175 |
| 23 | 170 | 49 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| 24 | 17, 35, 46, 87, 152 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ---- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ---- | ---- | 185 |

### *Prices for All-Rail Shipment Into Market Areas Nos. 22, 23, 30 (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*—Continued

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 25 | 13, 71 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 185 |
| | 60 | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 78 | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 80 | 125 | 227 | 222 | 217 | 207 | 202 | 197 | 197 | 197 | 187 | 187 | 187 | 187 | 157 | 147 | 82 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 167 | 157 | ----- | ----- | 197 |
| | 81, 82 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 95 | 95 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 155 | 145 | ----- | ----- | 185 |
| 28 | 84 | 92 | 221 | 216 | 211 | 201 | 196 | 191 | 191 | 191 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 191 | 191 | 191 | 191 | 181 | 181 | 171 | 141 | ----- | ----- | ----- | ----- | 191 |
| 29 | 189 | 116 | 310 | 305 | 300 | 290 | 285 | 275 | 260 | 265 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 260 | 260 | 260 | 260 | 250 | 250 | 240 | 210 | ----- | ----- | ----- | ----- | 275 |
| 30 | 125 | 114 | 300 | 295 | 290 | 280 | 275 | 265 | 250 | 255 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | 220 | 220 | 220 | 220 | 210 | 210 | 200 | 170 | 190 | 180 | ----- | ----- | 265 |
| 31 | 150 | 111 | 300 | 295 | 290 | 280 | 275 | 265 | 250 | 255 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | ----- | ----- | 265 |
| | 164 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 98 | 117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 175 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 73 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 19, 126 | 114 | 260 | 255 | 250 | 240 | 235 | 230 | 225 | 220 | 210 | 210 | 210 | 210 | 180 | 170 | 105 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | ----- | ----- | 230 |
| 33 | 1 | 91 | 215 | 210 | 205 | 195 | 190 | 185 | 185 | 185 | 175 | 175 | 175 | 175 | 145 | 135 | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 155 | 145 | ----- | ----- | 185 |
| 34 | 2 | 10 | 232 | 227 | 222 | 212 | 207 | 202 | 202 | 202 | 192 | 192 | 192 | 192 | 162 | 152 | 87 | ----- | 197 | 197 | 197 | 197 | 187 | 187 | 177 | 147 | 172 | 162 | ----- | ----- | 202 |

### *Prices for All-Rail Shipment Into Market Areas Nos. 15, 17, 19, 24, 25, 27, 28, 32, and All Other Market Areas for Which Prices Have Not Been Specifically Published Herein (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | 62, 141, 154, 155, 158 | 133 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| | 9 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44, 151, 191, 192 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 156, 157 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 119, 176 | 132 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 180 | 190 | 155 | 235 |
| | 14, 183 | 133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 121 | 137 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 108, 118, 124 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 54 | 139 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 55, 106, 120 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 148, 184 | 141 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 75 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 36 | 134 | 240 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| 4 | 40 | 132 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 225 |
| | 50 | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 92, 182 | 135 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 200 |
| 6 | 94 | 134 | 215 | 215 | 215 | 205 | 200 | 190 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 160 | 150 | ----- | ----- | 190 |
| 7 | 4 | 141 | 225 | 225 | 225 | 215 | 210 | 200 | 185 | 195 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ----- | ----- | ----- | ----- | 200 |
| 8 | 91 | 80 | 255 | 255 | 255 | 245 | 235 | 225 | 200 | 215 | 195 | 195 | 195 | 195 | 170 | 160 | 110 | 60 | 205 | 205 | 205 | 205 | 190 | 190 | 180 | 160 | 180 | 170 | ----- | ----- | 225 |
| 9 | 136 | 80 | ----- | ----- | ----- | ----- | ----- | ----- | 200 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 10 | 49 | 82 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 190 | 165 | 165 | 165 | 165 | 150 | 140 | 80 | 30 | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 160 | 150 | 160 | ----- | 195 |
| 11 | 77 | 80 | 250 | 250 | 250 | 240 | 230 | 220 | 200 | 210 | 170 | 170 | 170 | 170 | 150 | 140 | 90 | 30 | 190 | 190 | 190 | 190 | 180 | 175 | 165 | 135 | 160 | 150 | 160 | ----- | 220 |
| 12 | 132 | 40 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 185 |
| | 27, 63, 64, 65, 66 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 101 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 33, 190 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 25 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 32 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 130, 131 | 41 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| | 147 | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 166, 167, 168, 169 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 28, 97 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 68 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 70, 90 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 57, 163 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 129 | 52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 180 | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 134 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 88 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 127 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 29, 58 | 62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

*Prices for All-Rail Shipment Into Market Areas Nos. 15, 17, 19, 24, 25, 27, 28, 32, and All Other Market Areas for Which Prices Have Not Been Specifically Published Herein (Except for Railroad Locomotive Fuel); Subject to Price Instructions and Exceptions*—Continued

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 14 | 21 | 70 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| | 123 | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 162 | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 171 | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 186 | 74 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 185 |
| 16 | 45 | 21 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 195 |
| | 72 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5, 22 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 135 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 137 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 38, 85, 178 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 47, 142 | 31 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 145 | 135 | ----- | ----- | 195 |
| 18 | 165 | 33 | 230 | 225 | 220 | 210 | 205 | 195 | 185 | 190 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 145 | 135 | ----- | ----- | 195 |
| 19 | 145 | 21 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 185 |
| | 153 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 188 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 96, 99, 100 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3, 86, 103, 104, 161 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 48 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6, 26, 43, 61 | 20 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| | 53, 59, 83, 89, 102, 114, 149, 179 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 139, 173 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 93, 159 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 31, 34, 105, 110 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 20, 138 | 27 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| 22 | 23, 24 | 32 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 185 |
| 23 | 170 | 49 | 215 | 210 | 205 | 195 | 190 | 185 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 185 |
| 24 | 17, 35, 46, 87, 152 | 91 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ----- | ----- | 175 |
| 25 | 13, 71 | 91 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 175 |
| | 60 | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 78 | 96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 80 | 125 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 175 |
| | 81, 82 | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 95 | 95 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | ----- | ----- | ----- | ----- | 175 |
| 28 | 84 | 92 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | ----- | ----- | ----- | ----- | 175 |
| 29 | 189 | 116 | 310 | 305 | 300 | 290 | 285 | 275 | 260 | 265 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 260 | 260 | 260 | 260 | 250 | 250 | 240 | 210 | ----- | ----- | ----- | ----- | 275 |
| 30 | 125 | 114 | 310 | 305 | 300 | 290 | 285 | 275 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ----- | 230 | 230 | 230 | 230 | 220 | 220 | 210 | 180 | 200 | 190 | ----- | ----- | 275 |
| 31 | 150 | 111 | 310 | 305 | 300 | 290 | 285 | 275 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 200 | 190 | ----- | ----- | 275 |
| | 164 | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 98 | 117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 73, 175 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 19, 126 | 114 | 270 | 265 | 260 | 250 | 245 | 240 | 235 | 230 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 200 | 190 | ----- | ----- | 240 |
| 33 | 1 | 91 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 145 | 135 | ----- | ----- | 175 |
| 34 | 2 | 10 | 205 | 200 | 195 | 185 | 180 | 175 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ----- | 170 | 170 | 170 | 170 | 160 | 160 | 150 | 120 | 145 | 135 | ----- | ----- | 175 |

### *Prices for Rail and River Shipment via Alton or East St. Louis, Ill., to Minneapolis and St. Paul, Minn., Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | All mines | ----- | 390 | 390 | 390 | 380 | 370 | 360 | 345 | 331 | 311 | 311 | 311 | 311 | 246 | 236 | 186 | 126 | 321 | 321 | 321 | 321 | 266 | 266 | 256 | 236 | 256 | 246 | 256 | 221 | ----- |
| 2 | All mines | ----- | 390 | 390 | 390 | 380 | 370 | 360 | 345 | 331 | 311 | 311 | 311 | 311 | 246 | 236 | 186 | 126 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 256 | 246 | 256 | 221 | ----- |
| 3 | All mines | ----- | 365 | 390 | 390 | 380 | 370 | 360 | 345 | 331 | 311 | 311 | 311 | 311 | 246 | 236 | 186 | 126 | 321 | 321 | 321 | 321 | 266 | 266 | 256 | 236 | 256 | 246 | 256 | 221 | ----- |
| 4 | All mines | ----- | 380 | 380 | 380 | 370 | 360 | 350 | 325 | 321 | 281 | 281 | 281 | 281 | 216 | 206 | 151 | 126 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 226 | 216 | ----- | ----- | ----- |
| 5 | All mines | ----- | 350 | 350 | 350 | 340 | 335 | 325 | 310 | 296 | 281 | 281 | 281 | 281 | 216 | 206 | 151 | 126 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 226 | 216 | ----- | ----- | ----- |
| 6 | All mines | ----- | 340 | 340 | 340 | 340 | 325 | 315 | 300 | 286 | 281 | 281 | 281 | 281 | 216 | 206 | 151 | 126 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 226 | 216 | ----- | ----- | ----- |
| 7 | All mines | ----- | 350 | 350 | 350 | 350 | 335 | 325 | 310 | 301 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 296 | 296 | 296 | 296 | 246 | 246 | 236 | 216 | ----- | ----- | ----- | ----- | ----- |
| 8 | All mines | ----- | 380 | 380 | 380 | 370 | 360 | 350 | 325 | 321 | 301 | 301 | 301 | 301 | 236 | 226 | 176 | 126 | 311 | 311 | 311 | 311 | 256 | 256 | 246 | 226 | 246 | 236 | ----- | ----- | ----- |
| 9 | All mines | ----- | | | | | | | 325 | | | | | | | | | | | | | | | | | | | | ----- | ----- | ----- |
| 10 | All mines | ----- | 325 | 320 | 315 | 305 | 300 | 290 | 280 | 266 | 241 | 241 | 241 | 241 | 186 | 176 | 116 | 96 | 261 | 261 | 261 | 261 | 211 | 211 | 201 | 171 | 196 | 186 | 196 | ----- | ----- |
| 11 | All mines | ----- | 365 | 365 | 365 | 355 | 345 | 335 | 315 | 306 | 276 | 276 | 276 | 276 | 186 | 176 | 126 | 96 | 296 | 296 | 296 | 296 | 246 | 211 | 201 | 171 | 196 | 186 | 196 | ----- | ----- |
| 12 | All mines | ----- | 310 | 305 | 300 | 290 | 285 | 280 | 275 | 251 | 241 | 241 | 241 | 241 | 171 | 161 | 96 | ----- | 251 | 251 | 251 | 251 | 201 | 201 | 191 | 161 | 181 | 171 | ----- | ----- | ----- |
| 13 | All mines | ----- | 310 | 305 | 300 | 290 | 285 | 280 | 275 | 251 | 241 | 241 | 241 | 241 | 171 | 161 | 96 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 181 | 171 | ----- | ----- | ----- |
| 16 | All mines | ----- | 325 | 320 | 315 | 305 | 300 | 290 | 280 | 266 | 241 | 241 | 241 | 241 | 171 | 161 | 96 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 181 | 171 | ----- | ----- | ----- |
| 17 | All mines | ----- | 325 | 320 | 315 | 305 | 300 | 290 | 280 | 266 | 241 | 241 | 241 | 241 | 171 | 161 | 96 | ----- | 261 | 261 | 261 | 261 | 211 | 211 | 201 | 171 | 181 | 171 | ----- | ----- | ----- |
| 18 | All mines | ----- | 325 | 320 | 315 | 305 | 300 | 290 | 280 | 266 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 261 | 261 | 261 | 261 | 211 | 211 | 201 | 171 | ----- | ----- | ----- | ----- | ----- |
| 19 | All mines | ----- | 310 | 305 | 300 | 290 | 285 | 280 | 275 | 251 | 241 | 241 | 241 | 241 | 171 | 161 | 96 | ----- | 251 | 251 | 251 | 251 | 201 | 201 | 191 | 161 | 181 | 171 | ----- | ----- | ----- |
| 20 | All mines | ----- | 310 | 305 | 300 | 290 | 285 | 280 | 275 | 251 | 241 | 241 | 241 | 241 | 171 | 161 | 96 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 181 | 171 | ----- | ----- | ----- |
| 21 | All mines | ----- | 310 | 305 | 300 | 290 | 285 | 280 | 275 | 251 | 241 | 241 | 241 | 241 | 171 | 161 | 96 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 181 | 171 | ----- | ----- | ----- |
| 22 | All mines | ----- | 310 | 305 | 300 | 290 | 285 | 280 | 275 | 251 | 241 | 241 | 241 | 241 | 171 | 161 | 96 | ----- | 251 | 251 | 251 | 251 | 201 | 201 | 191 | 161 | 181 | 171 | ----- | ----- | ----- |
| 23 | All mines | ----- | 310 | 305 | 300 | 290 | 285 | 280 | 275 | 251 | 241 | 241 | 241 | 241 | 171 | 161 | 96 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

The above prices are based on a base river transportation charge (including reloading at docks and transportation to the river loading docks and reloading on transportation facilities receiving docks) of 265 cents per net ton. If the actual transportation charge is greater than 265 cents, the exact difference between the actual rate and the 265-cent base rate may be deducted from the base mine prices shown above. If the actual transportation charge is less than 265 cents, the exact difference between the actual rate and the 265-cent base rate must be added to the base mine prices shown above. The producer may absorb the actual switching charge from the dock to "on-track" industries at destination. No absorption shall be made to "off-track" industries or deliveries.

### *Prices for Rail and River Shipment via Alton or East St. Louis, Illinois, to La Crosse, Wisconsin, Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 1 | All mines | ----- | 340 | 340 | 340 | 330 | 320 | 310 | 295 | 283 | 263 | 263 | 263 | 263 | 238 | 228 | 178 | 118 | 273 | 273 | 273 | 273 | 258 | 258 | 248 | 228 | 248 | 238 | 248 | 213 | ----- |
| 2 | All mines | ----- | 340 | 340 | 340 | 330 | 320 | 310 | 295 | 283 | 263 | 263 | 263 | 263 | 238 | 228 | 178 | 118 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 248 | 238 | 248 | 213 | ----- |
| 3 | All mines | ----- | 315 | 340 | 340 | 330 | 320 | 310 | 295 | 283 | 263 | 263 | 263 | 263 | 238 | 228 | 178 | 118 | 273 | 273 | 273 | 273 | 258 | 258 | 248 | 228 | 248 | 238 | 248 | 213 | ----- |
| 4 | All mines | ----- | 330 | 330 | 330 | 320 | 310 | 300 | 275 | 273 | 233 | 233 | 233 | 233 | 208 | 198 | 143 | 118 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 218 | 208 | ----- | ----- | ----- |
| 5 | All mines | ----- | 300 | 300 | 300 | 290 | 285 | 275 | 260 | 248 | 233 | 233 | 233 | 233 | 208 | 198 | 143 | 118 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 218 | 208 | ----- | ----- | ----- |
| 6 | All mines | ----- | 290 | 290 | 290 | 280 | 275 | 265 | 250 | 238 | 233 | 233 | 233 | 233 | 208 | 198 | 143 | 118 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 218 | 208 | ----- | ----- | ----- |
| 7 | All mines | ----- | 300 | 300 | 300 | 290 | 285 | 275 | 260 | 253 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 248 | 248 | 248 | 248 | 238 | 238 | 228 | 208 | ----- | ----- | ----- | ----- | ----- |
| 8 | All mines | ----- | 330 | 330 | 330 | 320 | 310 | 300 | 275 | 273 | 253 | 253 | 253 | 253 | 228 | 218 | 168 | 118 | 263 | 263 | 263 | 263 | 248 | 248 | 238 | 218 | 238 | 228 | ----- | ----- | ----- |
| 9 | All mines | ----- | | | | | | | 275 | | | | | | | | | | | | | | | | | | | | ----- | ----- | ----- |
| 10 | All mines | ----- | 275 | 270 | 265 | 255 | 250 | 240 | 230 | 218 | 193 | 193 | 193 | 193 | 178 | 168 | 108 | 88 | 213 | 213 | 213 | 213 | 203 | 203 | 193 | 163 | 188 | 178 | 188 | ----- | ----- |
| 11 | All mines | ----- | 315 | 315 | 315 | 305 | 295 | 285 | 265 | 258 | 228 | 228 | 228 | 228 | 178 | 168 | 118 | 88 | 248 | 248 | 248 | 248 | 238 | 203 | 193 | 163 | 188 | 178 | 188 | ----- | ----- |
| 12 | All mines | ----- | 260 | 255 | 250 | 240 | 235 | 230 | 225 | 203 | 193 | 193 | 193 | 193 | 163 | 153 | 88 | ----- | 203 | 203 | 203 | 203 | 193 | 193 | 183 | 153 | 173 | 163 | ----- | ----- | ----- |
| 13 | All mines | ----- | 260 | 255 | 250 | 240 | 235 | 230 | 225 | 203 | 193 | 193 | 193 | 193 | 163 | 153 | 88 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 173 | 163 | ----- | ----- | ----- |
| 16 | All mines | ----- | 275 | 270 | 265 | 255 | 250 | 240 | 230 | 218 | 193 | 193 | 193 | 193 | 163 | 153 | 88 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 173 | 163 | ----- | ----- | ----- |
| 17 | All mines | ----- | 275 | 270 | 265 | 255 | 250 | 340 | 230 | 218 | 193 | 193 | 193 | 193 | 163 | 153 | 88 | ----- | 213 | 213 | 213 | 213 | 203 | 203 | 193 | 163 | 173 | 163 | ----- | ----- | ----- |
| 18 | All mines | ----- | 275 | 270 | 265 | 255 | 250 | 240 | 230 | 218 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 213 | 213 | 213 | 213 | 203 | 203 | 193 | 163 | 173 | 163 | ----- | ----- | ----- |
| 19 | All mines | ----- | 260 | 255 | 250 | 240 | 235 | 230 | 225 | 203 | | 193 | 193 | 193 | 163 | 153 | 88 | ----- | 203 | 203 | 203 | 203 | 193 | 193 | 183 | 153 | 173 | 163 | ----- | ----- | ----- |
| 20 | All mines | ----- | 260 | 255 | 250 | 240 | 235 | 230 | 225 | 203 | 193 | 193 | 193 | 193 | 163 | 153 | 88 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 173 | 163 | ----- | ----- | ----- |
| 21 | All mines | ----- | 260 | 255 | 250 | 240 | 235 | 230 | 225 | 203 | 193 | 193 | 193 | 193 | 163 | 153 | 88 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 173 | 163 | ----- | ----- | ----- |
| 22 | All mines | ----- | 260 | 255 | 250 | 240 | 235 | 230 | 225 | 203 | 193 | 193 | 193 | 193 | 163 | 153 | 88 | ----- | 203 | 203 | 203 | 203 | 193 | 193 | 183 | 153 | 173 | 163 | ----- | ----- | ----- |
| 23 | All mines | ----- | 260 | 255 | 250 | 240 | 235 | 230 | 225 | 203 | 193 | 193 | 193 | 193 | 163 | 153 | 88 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 173 | 163 | ----- | ----- | ----- |

The above prices are based on a base river transportation charge (including reloading at docks and transportation to the river loading docks and reloading on transportation facilities receiving docks) of 265 cents per net ton. If the actual transportation charge is greater than 265 cents, the exact difference between the actual rate and the 265 cent base rate may be deducted from the base mine prices shown above. If the actual transportation charge is less than 265 cents, the exact difference between the actual rate and the 265 cent base rate must be added to the base mine prices shown above. The producer may absorb the actual switching charge from the dock to "on-track" industries at destination. No absorption shall be made to "off-track" industries or deliveries.

### *Prices for Rail and River Shipment via Mississippi River to Linwood, Iowa, and Cape Girardeau, Missouri, Subject to Price Instructions and Exceptions*

The f. o. b. mine prices for shipments destined to Linwood, Iowa, will be priced the same as All-Rail shipments to Market Area #40.

The f. o. b. mine prices for shipment to Cape Girardeau, Missouri, will be priced the same as All-Rail shipments to Market Area #35.

### *Prices for Rail or Truck and River Shipment via Illinois River to La Salle, Illinois, Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 24 | All mines | ------ | 290 | 285 | 280 | 270 | 265 | 260 | 260 | 260 | 250 | 250 | 250 | 250 | 220 | 210 | 145 | ------ | 260 | 260 | 260 | 260 | 250 | 250 | 240 | 210 | 230 | 220 | ------ | ------ | ------ |
| 25 | All mines | ------ | 290 | 285 | 280 | 270 | 265 | 260 | 260 | 260 | 250 | 250 | 250 | 250 | 220 | 210 | 145 | ------ | ------ | ------ | ------ | ------ | ------ | ------ | ------ | ------ | 230 | 220 | ------ | ------ | ------ |

The above prices are based on a base river transportation charge (including dumping and transportation charges to the river loading docks and reloading on transportation facilities receiving docks) of 85 cents per net ton. If the actual transportation charge is greater than 85 cents, the exact difference between the actual rate and the 85 cent base rate may be deducted from the base mine prices shown above. If the actual transportation charge is less than 85 cents, the exact difference between the actual rate and the 85 cent base rate must be added to the base mine prices shown above. The producer may absorb the actual switching charge from the dock to on-track industries at destination. No absorption shall be made to off-track industries or deliveries.

### *Prices for Rail or Truck and River Shipment via Illinois River to Chicago, Ill.; Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 24 | All mines | ------ | 265 | 260 | 255 | 245 | 240 | 235 | 235 | 235 | 225 | 225 | 225 | 225 | 195 | 185 | 120 | ------ | 235 | 235 | 235 | 235 | 225 | 225 | 215 | 185 | 205 | 195 | ------ | ------ | ------ |
| 25 | All mines | ------ | 265 | 260 | 255 | 245 | 240 | 235 | 235 | 235 | 225 | 225 | 225 | 225 | 195 | 185 | 120 | ------ | ------ | ------ | ------ | ------ | ------ | ------ | ------ | ------ | 205 | 195 | ------ | ------ | ------ |

The above prices are based on a base river transportation charge (including dumping and transportation charges to the river loading docks and reloading on transportation facilities receiving docks) of 115 cents per net ton. If the actual transportation charge is greater than 115 cents the exact difference between the actual rate and the 115-cent base rate may be deducted from the base mine prices shown above. If the actual transportation charge is less than 115 cents, the exact difference between the actual rate and the 115-cent base rate must be added to the base mine prices shown above. The producer may absorb the actual switching charge from the dock to on-track industries at destination. No absorption shall be made to off-track industries or deliveries.

### *Prices for Rail and River Shipment via Havana, Ill., to Chicago, Ill.; Subject to Price Instructions and Exceptions*

| Price group No. | Mine index Nos. | Mine origin group Nos. | Price and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| 12 | All mines | ------ | 245 | 240 | 235 | 225 | 220 | 215 | 210 | 205 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | ------ | 205 | 205 | 205 | 205 | 195 | 195 | 185 | 155 | 175 | 165 | ------ | ------ | ------ |
| 13 | All mines | ------ | 245 | 240 | 235 | 225 | 220 | 215 | 210 | 205 | 195 | 195 | 195 | 195 | 165 | 155 | 90 | ------ | ------ | ------ | ------ | ------ | ------ | ------ | ------ | ------ | 175 | 165 | ------ | ------ | ------ |

The above prices are based on a base river transportation charge (including dumping and transportation charges to the river loading docks and reloading on transportation facilities receiving docks) of 145 cents per net ton. If the actual transportation charge is greater than 145 cents the exact difference between the actual rate and the 145-cent base rate may be deducted from the base mine prices shown above. If the actual transportation charge is less than 145 cents, the exact difference between the actual rate and the 145-cent base rate must be added to the base mine prices shown above. The producer may absorb the actual switching charge from the dock to on-track industries at destination. No absorption shall be made to off-track industries or deliveries.

*Prices for Railroad Locomotive Fuel; Subject to Price Instructions and Exceptions at Beginning of Document and Following This Table*

| Producer | Mine | Mine index No. | Mine origin group No. | Prices |  |  |  | Exceptions |
|---|---|---|---|---|---|---|---|---|
|  |  |  |  | 6" x 1¼" egg | Mine run | Mod. mine run | Segs. |  |
| Bailey Bros. Coal Co | Diamond | 38 | 80 | 185 | 180 |  | 140 | 1-D, 2-C, 3-B. |
| Beaucoup Coal Company | Beaucoup No. 6 | 5 | 25 | 185 | 180 |  | 140 | 1-D, 2-C, 3-B. |
| Beckemeyer Coal Company | Beckemeyer | 6 | 20 | 185 | 180 |  | 140 | 1-D, 2-C, 3-B. |
| Bell & Zoller Coal & Mining Co | Zeigler No. 1 | 191 | 140 |  | 225 |  | 170 |  |
| Bell & Zeller Coal & Mining Co | Zeigler No. 2 | 192 | 140 |  | 225 |  | 170 |  |
| Blakley Coal Company | Blakley | 13 | 91 |  | 200 |  | 140 | 1-F, 2-A, 6, 7, 8. |
| Blue Bird Coal Co | Blue Bird No. 5 | 14 | 133 |  | 225 |  | 170 | 9. |
| Bois Coal Company | Bois | 16 | 80 | 185 | 180 |  | 140 | 1-D, 2-C, 3-B. |
| Buffalo Rock Coal Company | Buffalo Rock | 19 | 114 |  | 230 |  | 195 | 1-J, 2-G. |
| Burn-Well Coal Co | Bullock | 20 | 27 | 175 | 170 |  | 140 | 1-E, 2-D, 3-C, 23, 4, 38 |
| Carter & Rednour Coal Co | C. & R | 22 | 25 | 185 | 180 |  | 140 | 1-D, 2-C, 3-B. |
| Central Illinois Coal Mining Co | Central Ill. "A" | 28 | 46 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 10, 11, 12. |
| Central State Collieries, Inc | Little Sister | 87 | 91 |  | 200 |  | 140 | 1-F, 2-A, 6, 7, 8. |
| Centralia Coal Company | Centralia No. 5 | 29 | 62 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 4, 14, 15, 16. |
| Chicago, Wilmington & Franklin Coal Co. | New Orient | 108 | 138 |  | 225 |  | 170 |  |
| Chicago, Wilmington & Franklin Coal Co. | Orient No. 1 | 124 | 138 |  | 225 |  | 170 |  |
| Chicopee Coal Company | Troy | 173 | 22 | 175 | 170 |  | 140 | 1-D, 2-C, 3-B, 4, 38. |
| Citizens Coal Company | East Mine | 43 | 20 | 185 | 180 |  | 140 | 1-D, 2-C, 3-B. |
| Conant Coal Company | Conant | 31 | 25 | 185 | 180 |  | 140 | 1-D, 2-C, 3-B. |
| Consolidated Coal Company, The | Buckhorn | 18 | 142 |  | 225 |  | 170 |  |
| Consolidated Coal Company, The | Consolidated #7 | 32 | 58 |  | 195 | 200 | 140 | 1-C, 2-B, 3-A, 4, 17. |
| Consolidated Coal Company, The | Consolidated #15 | 33 | 51 |  | 195 | 200 | 140 | 1-C, 2-B, 3-A, 4, 17. |
| Consolidated Coal Company, The | Jefferson County | 75 | 143 |  | 225 |  | 170 |  |
| Consolidated Coal Company, The | New Monarch | 106 | 140 |  | 225 |  | 170 |  |
| Coulterville Coal Company | Perco | 135 | 30 | 185 | 180 |  | 140 | 1-D, 2-C, 3-B. |
| Crain Coal Company | Crain | 34 | 25 | 185 | 180 |  | 140 | 1-D, 2-C, 3-B. |
| Crescent Mining Co | LaMarsh No. 1 | 81 | 126 |  | 205 |  |  |  |
| Crescent Mining Co | LaMarsh No. 6 | 82 | 126 |  | 205 |  |  |  |
| Cutler Coal Company, Inc | New Wilson | 110 | 25 | 185 | 180 |  | 140 | 1-D, 2-C, 3-B. |
| Delta Coal Mining Co | Delta | 36 | 134 |  | 225 |  | 170 |  |
| Diamond Coal Company (Augustine Coloni, Prop.) | Diamond No. 2 | 40 | 132 |  | 225 |  | 170 |  |
| Edgar Coal Company (Wm. T. Edgar, Prop.) | Little Muddy | 85 | 80 | 185 | 180 |  | 140 | 1-D, 2-C, 3-B. |
| Forsyth-Carterville Coal Co | Forsyth-Carterville | 50 | 134 |  | 225 |  | 170 |  |
| Franklin County Coal Corp | Energy No. 5 | 44 | 140 |  | 225 |  | 170 | 18. |
| Franklin County Coal Corp | Royalton No. 7 | 151 | 140 |  | 225 |  | 170 |  |
| Freeburg Coal Company | Freeburg | 53 | 21 | 175 | 170 |  | 140 | 1-D, 2-C, 3-B, 4. |
| Freeman Coal Mining Co | Freeman | 54 | 139 |  | 225 |  | 170 |  |
| Gill Coal Corporation | Lyle | 89 | 21 | 175 | 170 |  | 140 | 1-D, 2-C, 3-B, 4. |
| Gillespie Coal Co | Gillespie | 57 | 49 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 4, 19. |
| Golden Rule Coal Co | Golden Rule | 59 | 21 | 175 | 170 |  | 140 | 1-D, 2-C, 3-B, 4. |
| Golden Rule Coal Co | Golden Rule | 60 | 93 |  | 200 |  | 140 | 1-F, 2-A, 8. |
| Groom Coal Co | Richland | 149 | 21 | 175 | 170 |  | 140 | 1-D, 2-C, 3-B, 4. |
| Gundlach Coal Company | Gundlach | 61 | 20 | 175 | 170 |  | 140 | 1-D, 2-C, 3-B, 4. |
| Hillsboro Mining Company | Hillsboro | 68 | 47 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 4, 20. |
| Home Coal Company (Townsend Blanchard, Prop.). | Victory | 178 | 80 | 185 |  | 180 | 140 | 1-D, 2-C, 3-B. |
| Illinois Colliery Co | Illinois Colliery | 71 | 91 |  | 200 |  | 140 | 1-F, 2-A, 21, 8. |
| Illinois-Missouri Coal Co. (H. W. Bradbury, Prop.). | Ill.-Mo | 72 | 24 | 185 | 180 |  | 140 | 1-D, 2-C, 3-B. |
| Illinois Pocahontas Coal Co | Pocahontas | 138 | 27 | 175 | 170 |  | 140 | 1-E, 2-D, 3-C, 4. |
| Jones Bros. Coal Mining Co | Eureka No. 2 | 45 | 21 | 175 | 170 |  | 140 | 1-D, 2-C, 3-B, 4. |
| Lake Erie Mining Co | Lake Erie | 80 | 125 |  |  |  |  |  |
| Lenzburg Coal Company | Lenzburg | 83 | 21 | 175 | 170 |  | 140 | 1-D, 2-C, 3-B, 4. |
| Little John Coal Co | Little John | 84 | 92 |  | 200 |  | 140 | 1-G, 2-E, 22. |
| Livingston-Mt. Olive Coal Co., The | Livingston No. 1 | 88 | 56 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 4, 20. |
| Lumaghi Coal Company | Cantine No. 2 | 23 | 32 | 175 | 170 |  | 140 | 1-E, 2-D, 3-C, 23, 4, 38. |
| Lumaghi Coal Company | Cantine No. 3 | 24 | 32 | 175 | 170 |  | 140 | 1-E, 2-D, 3-C, 4, 38. |
| Macon County Coal Co | Macon County | 90 | 48 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A. |
| Madison County Coal & Mining Co. | Thermal | 170 | 49 | 175 | 170 |  | 140 | 1-B, 2-B, 3-A, 4, 38. |
| Marion County Coal Co | Glenridge | 58 | 62 | 225 | 195 | 200 | 140 | 1-B, 2-B, 3-A, 4, 14, 15, 16. |
| Marissa Coal Company | O. K | 114 | 21 | 175 | 170 |  | 140 | 1-D, 2-C, 3-B, 4. |
| Marvel Coal Company | Marvel | 92 | 135 |  | 225 |  | 170 |  |
| Mascoutah Coal & Mining Co | Mascoutah | 93 | 23 | 175 | 170 |  | 140 | 1-D, 2-C, 3-B, 4. |
| McLaren Coal Company | McLaren | 94 | 134 |  | 225 |  | 170 |  |
| Midland Electric Coal Corp | Atkinson | 2 | 10 |  | 200 |  | 140 | 1-K. |
| Midland Electric Coal Corp | Middle Grove | 95 | 95 |  | 200 |  | 140 | 1-F, 2-A. |
| Midwest Smokeless Fuel Corp | Midwest Smokeless | 96 | 26 | 175 | 170 |  | 140 | 1-D, 2-C, 3-B, 4, 37. |
| Mine "B" Coal Co., The | Mine "B" | 97 | 46 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 10, 11, 12. |
| Moffat Coal Company | Moffat | 99 | 26 | 185 | 180 |  | 140 | 1-D, 2-C, 3-B, 15. |
| Morgan Coal Company, F. C. (Ray Morgan, Prop.). | Morgan | 100 | 26 | 175 | 170 |  | 140 | 1-D, 2-C, 3-B, 4. |
| Morgan Coal Company, F. C. (Ray Morgan, Prop.). | Old Vermilion | 123 | 71 |  | 195 | 200 | 140 | 1-A. |
| Mt. Olive Coal Company | Hoosier | 70 | 48 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 4. |
| Mt. Olive & Staunton Coal Co | Mt. Olive & Staunton No. 2. | 101 | 50 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 4, 24, 25, 26. |
| Mulberry Hill Coal Co | Mulberry Hill | 102 | 21 | 175 | 170 |  | 140 | 1-D, 2-C, 3-B, 4. |
| New Galum Coal Corporation, Trustees for Employees of. | New Galum | 105 | 25 | 185 | 180 |  | 140 | 1-D, 2-C, 3-B. |
| Nokomis Coal Co | Reliance | 147 | 42 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 4. |
| Northern Illinois Coal Corp | Wilmington No. 10 | 189 | 116 |  | 230 |  | 195 | 1-H, 2-F, 5. |
| Number 5 Pinckneyville Mining Co | Pinckneyville No. 5 | 137 | 31 | 185 | 180 |  | 140 | 1-D, 2-C, 3-B. |
| Old Ben Coal Corporation | Old Ben No. 8 | 118 | 138 |  | 225 |  | 170 | 27, 18. |
| Old Ben Coal Corporation | Old Ben No. 11 | 119 | 132 |  | 225 |  | 170 |  |
| Old Ben Coal Corporation | Old Ben No. 14 | 120 | 140 |  | 225 |  | 170 |  |
| Old Ben Coal Corporation | Old Ben No. 15 | 121 | 137 |  | 225 |  | 170 | 18. |
| Osage Coal Company | Osage | 125 | 114 |  | 230 |  | 195 | 1-H, 2-F. |
| Pana Coal Company | Pana No. 1 | 127 | 57 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 20. |
| Panther Creek Mines, Inc | Panther Creek No. 2 | 129 | 52 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 28. |
| Panther Creek Mines, Inc | Panther Creek No. 4 | 130 | 41 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 28. |
| Panther Creek Mines, Inc | Panther Creek No. 5 | 131 | 41 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 28. |
| Peabody Coal Company | Black Arrow No. 18 | 9 | 137 |  | 225 |  | 170 | 13. |
| Peabody Coal Company | Capitol No. 57 | 25 | 55 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 29. |
| Peabody Coal Company | Carter Process Plant | 27 | 43 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 30, 31, 32. |
| Peabody Coal Company | Harco No. 47 | 62 | 133 |  | 225 |  | 170 | 9. |
| Peabody Coal Company | Hawthorn No. 7 | 63 | 43 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 30, 31, 32. |
| Peabody Coal Company | Hawthorn No. 8 | 64 | 43 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 30, 31, 32. |
| Peabody Coal Company | Hawthorn No. 9 | 65 | 43 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 30, 31, 32. |
| Peabody Coal Company | Hawthorn No. 58 | 66 | 43 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A. |
| Peabody Coal Company | Majestic No. 14 | 91 | 80 |  | 225 |  | 170 |  |
| Peabody Coal Company | Peerless No. 59 | 132 | 40 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 33. |
| Peabody Coal Company | Premium No. 43 | 141 | 133 |  | 225 |  | 170 | 9. |
| Peabody Coal Company | Westville No. 24 | 186 | 74 |  | 195 | 200 | 140 | 1-A, 20. |
| Peabody Coal Company | Woodside No. 53 | 190 | 51 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 34. |
| Penwell Coal Mining Company | Penwell | 134 | 54 |  | 195 | 200 | 140 | 1-B, 2-B, 3-A, 20. |
| Perfection Coal Company | Perfection | 136 | 80 |  | 225 |  |  |  |
| Perry Coal Company | Carbon | 26 | 20 | 175 | 170 |  | 140 | 1-D, 2-C, 3-B, 4. |
| Perry Coal Company | St. Ellen | 153 | 22 | 175 | 170 |  | 140 | 1-D, 2-C, 3-B, 4, 38. |
| Peru Deep Vein Coal Company | Ill. Zinc No. 3 | 73 | 118 |  | 230 |  | 195 | 1-J, 2-G. |
| Prairie Coal Company | Prairie | 139 | 22 | 175 | 170 |  | 140 | 1-D, 2-C, 3-B, 4, 38. |
| Pschirrer & Sons Coal Co | Kildee No. 3 | 78 | 96 |  | 200 |  | 140 | 1-F, 2-A, 6, 8. |
| Pyramid Coal Corporation | Pyramid | 142 | 31 | 185 | 180 |  | 140 | 1-D, 2-C, 3-B. |
| Rex Coal Company | Rex. No. 2 | 148 | 141 |  | 225 |  | 170 | 9. |
| Roanoke Coal Company | Roanoke | 150 | 111 |  | 230 |  | 195 | 1-J, 2-G. |

*Prices for Railroad Locomotive Fuel; Subject to Price Instructions and Exceptions at Beginning of Document and Following This Table*—Continued

| Producer | Mine | Mine index No. | Mine origin group No. | Prices | | | | Exceptions |
|---|---|---|---|---|---|---|---|---|
| | | | | 6" x 1¼" egg | Mine run | Mod. mine run | Scgs. | |
| Sahara Coal Company | Bankston Creek No. 6. | 4 | 141 | | 225 | | 170 | 9. |
| Sahara Coal Company | Sahara No. 1 | 154 | 133 | | 225 | | 170 | 9. |
| Sahara Coal Company | Sahara No. 3 | 155 | 133 | | 225 | | 170 | 9. |
| Sahara Coal Company | Sahara No. 5 | 156 | 141 | | 225 | | 170 | 9. |
| Sahara Coal Company | Sahara No. 10 | 157 | 141 | | 225 | | 170 | 9. |
| Sahara Coal Company | Sahara No. 12 | 158 | 133 | | 225 | | 170 | 9. |
| St. Louis & O'Fallon Coal Co | Black Eagle No. 2 | 11 | 28 | 185 | 180 | | 140 | 1-D, 2-C, 3-B, 36. |
| St. Louis Coal Company | Florida | 48 | 31 | 185 | 180 | | 140 | 1-D, 2-C, 3-B, 15. |
| Service Coal & Mining Co | Service | 159 | 23 | 175 | 170 | | 140 | 1-D, 2-C, 3-B, 4. |
| Seymour Coal Mining Company | Freeman Spur | 55 | 140<br>134 | | 225 | | 170 | |
| Shuler Coal Mining Company | Alpha No. 2 | 1 | 91 | | 200 | | 140 | 1-F, 2-A. |
| Skelton Coal Company, J. G | Skelton | 162 | 72 | | 195 | 200 | 140 | 1-A. |
| South Mine Company | South Mine | 163 | 49 | | 195 | 200 | 140 | 1-B, 2-B, 3-A, 4. |
| Southern Coal, Coke & Mining Co | Avery No. 1 | 3 | 29 | 175 | 170 | | 140 | 1-D, 2-C, 3-B, 4. |
| Southern Coal, Coke & Mining Co | Little Oak No. 7 | 86 | 29 | 175 | 170 | | 140 | 1-D, 2-C, 3-B, 4. |
| Southern Coal, Coke & Mining Co | Muren No. 6 | 103 | 29 | 175 | 170 | | 140 | 1-D, 2-C, 3-B, 4. |
| Southern Coal, Coke & Mining Co | New Baden No. 9 | 104 | 29 | 175 | 170 | | 140 | 1-D, 2-C, 3-B, 4. |
| Southern Coal, Coke & Mining Co | Shiloh No. 8 | 161 | 29 | 175 | 170 | | 140 | 1-D, 2-C, 3-B, 4. |
| Southwestern Illinois Coal Corp | Streamline | 165 | 33 | 185 | 180 | | 140 | 1-D, 2-C, 3-B, 4. |
| Spring Valley Coal Mining Co., The | Spring Valley No. 3 | 164 | 112 | | 230 | | 195 | 1-J, 2-G. |
| Superior Coal Company | Superior No. 1 | 166 | 44 | | 195 | 200 | 140 | |
| Superior Coal Company | Superior No. 2 | 167 | 44 | | 195 | 200 | 140 | |
| Superior Coal Company | Superior No. 3 | 168 | 44 | | 195 | 200 | 140 | |
| Superior Coal Company | Superior No. 4 | 169 | 44 | | 195 | 200 | 140 | |
| Sutton, W. G | Minonk | 98 | 117 | | 230 | | 195 | 1-J, 2-G. |
| Tilton Mining Company | Tilton | 171 | 73 | | 195 | 200 | 140 | 1-A. |
| Truax-Traer Coal Company | Fiatt | 46 | 91 | | 200 | | 140 | 1-F, 2-A, 6, 7, 8, 35. |
| Truax-Traer Coal Company | Forsyth No. 1 | 49 | 82 | 185 | 180 | | 140 | 1-D, 2-C, 3-B. |
| Truax-Traer Coal Company | St. David | 152 | 91 | | 200 | | 140 | 1-F, 2-A, 6, 7, 8, 35. |
| Union Coal Company | Union | 175 | 118 | | 230 | | 195 | 1-J, 2-G. |
| Union Colliery Company | Kathleen | 77 | 80 | | 225 | | 170 | |
| United Electric Coal Cos., The | Buckheart | 17 | 91 | | 200 | | 140 | 1-F, 2-A, 6, 7, 8, 35. |
| United Electric Coal Cos., The | Cuba | 35 | 91 | | 200 | | 140 | 1-F, 2-A, 6, 7, 8, 35. |
| United Electric Coal Cos., The | Fidelity | 47 | 31 | 185 | 180 | | 140 | 1-D, 2-C, 3-B. |
| United Electric Coal Cos., The | Red Ray | 145 | 21 | 175 | 170 | | 140 | 1-D, 2-C, 3-B, 4. |
| United States Fuel Company | Bunsenville | 21 | 70 | | 195 | 200 | 140 | 1-A. |
| Valier Coal Company | Valier No. 1 | 176 | 132 | | 225 | | 170 | |
| Vinegar Hill Coal Company | Vinegar Hill | 179 | 21 | 175 | 170 | | 140 | 1-D, 2-C, 3-B, 4. |
| Virden Mining Corporation | Virden | 180 | 53 | | 195 | 200 | 140 | 1-B, 2-B, 3-A. |
| Wallace Coal Company | Wallace | 182 | 135 | | 225 | | 170 | |
| Wasson Coal Company | Wasson "A" | 183 | 133 | | 225 | | 170 | 9. |
| Wasson Coal Company | Wasson No. 1 | 184 | 141 | | 225 | | 170 | 9. |
| White Coal Company, Inc | White | 7 | 23 | 175 | 170 | | 140 | 1-D, 2-C, 3-B, 4. |
| Wilmington Coal Mines, Inc | Ottawa | 126 | 114 | | 230 | | 195 | 1-H, 2-F. |

### *Railroad Locomotive Fuel Prices—Instructions*

A. Mine run is the combination of all sizes as produced, without the addition or removal of any size or portion thereof.

B. Modified mine run shall contain 15 percent, with a tolerance of 2 percent up or down, of coal that will pass through screens with round hole openings 1¼" in diameter or other shaped openings equivalent in area (1¼" screenings), and large lumps may also be broken down; or modified mine run may be 6" x 1¼" egg with 15 percent, with a tolerance of 2 percent up or down, of 1¼" screenings, as described above.

C. Screenings is coal that will pass through screens with round hole openings 2" or less in diameter, or other shaped openings equivalent in area, without the addition or removal of any size or portion thereof.

D. Sizes in size groups 1 to 8, inclusive and 34 may be applied, at the option of the code member, on orders for railroad locomotive fuel specifying nut (3" x ⁵⁄₁₆"), modified mine run, mine run, or resultant mine run (6" x 0").

E. Sizes in size groups 8 to 28, inclusive, may be applied, at the option of the code member, on orders for railroad locomotive fuel specifying screenings.

### *Railroad Locomotive Fuel Prices—Exceptions*

EXCEPTION NO. 1: PRICES FOR RAILROAD LOCOMOTIVE FUEL COAL SHIPPED TO RAILROADS LISTED BELOW SHALL APPLY F. O. B. MINES AS INDICATED IN COLUMNS 1-A TO 1-K, INCLUSIVE, AS FOLLOWS

[Instructions A, B, and D apply]

| Railroads | No. 1-A | | No. 1-B | | No. 1-C | | No. 1-D | | No. 1-E | | No. 1-F | | No. 1-G | | No. 1-H | | No. 1-J | | No. 1-K | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | All mines in price groups 14 and 15 | | All mines in price groups 12, 13 and 23 except mines Nos. 32 and 33 in price group 12 | | Mines Nos. 32 and 33 in price group 12 | | All mines in price groups 10, 16, 17, 18, 19 and 20 | | All mines in price groups 21 and 22 | | All mines in price groups 24, 25, 27 and 33 | | All mines in price group 28 | | All mines in price groups 29 and 30 and mine No. 126 in price group 32 | | All mines in price groups 31 and 32 except mine No. 126 in price group 32 | | All mines in price group 34 | |
| | MR | M. MR | MR | M. MR | MR | M. MR | MR | M. MR | MR | M. MR | MR | M. MR | MR | M. MR | MR | M. MR | MR | M. MR | MR | M. MR |
| Baltimore & Ohio Chicago Terminal R. R<br>Belt Ry. of Chicago (The)<br>Chicago & Calumet River R. R. Co<br>Chicago Junction Ry<br>Chicago River & Indiana R. R<br>Chicago Short Line Ry. Co<br>Chicago, West Pullman & Southern R. R<br>Chicago & Western Indiana R. R<br>Indiana Harbor Belt R. R<br>Illinois Northern Ry<br>Manufacturers' Junction Ry. Co<br>Pullman R. R. Co | 195 | 200 | 165 | 170 | 177 | 172 | 145 | 150 | 155 | 160 | 175 | 180 | 181 | 186 | 220 | 225 | 210 | 215 | 192 | 197 |

### *Railroad Locomotive Fuel Prices—Exceptions*—Continued

EXCEPTION NO. 2: PRICES FOR RAILROAD LOCOMOTIVE FUEL COAL SHIPPED TO RAILROAD LISTED BELOW SHALL APPLY F. O. B. MINES AS INDICATED IN COLUMNS 2-A TO 2-G, INCLUSIVE, AS FOLLOWS

[Instructions A, C, and D apply]

| Railroad | No. 2-A | | No. 2-B | | No. 2-C | | No. 2-D | | No. 2-E | | No. 2-F | | No. 2-G | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | All mines in price groups 24, 25, 27 and 33 | | All mines in price groups 12, 13 and 23 | | All mines in price groups 10, 16, 17, 18, 19 and 20 | | All mines in price groups 21 and 22 | | All mines in price group 28 | | All mines in price groups 29 and 30 and Mine No. 126 in price group 32 | | All mines in price groups 31 and 32 except Mine No. 126 in price group 32 | |
| | MR | Scgs. | MR | Scgs. | MR | Scgs. | MR | Scgs. | MR | Scgs. | MR | Scgs. | MR | Scgs. |
| Chicago, Great Western R. R.* | 200 | 140 | 178 | 114 | 170 | 105 | 170 | 105 | 200 | 140 | 190 | 125 | 190 | 125 |

*Mines located in the same rate group may absorb a sufficient amount to enable them to meet the lowest division applicable from that rate group in order that all mines in the same rate group may make the same delivered price.

EXCEPTION NO. 3: PRICES FOR RAILROAD LOCOMOTIVE FUEL COAL SHIPPED TO RAILROAD LISTED BELOW SHALL APPLY F. O. B. MINES AS INDICATED IN COLUMNS 3-A TO 3-C, INCLUSIVE, AS FOLLOWS

[Instructions A, C, and D apply]

| Railroad | No. 3-A | | No. 3-B | | No. 3-C | |
|---|---|---|---|---|---|---|
| | All mines in price groups 12, 13 and 23 | | All mines in price groups 10, 16, 17, 18, 19 and 20 | | All mines in price groups 21 and 22 | |
| | MR | Scgs. | MR | Scgs. | MR | Scgs. |
| Minneapolis, St. Paul & Sault Ste. Marie Ry. (Soo Line)* | 180 | 135 | 161 | 84 | 161 | 84 |

*Mines located in the same rate group may absorb a sufficient amount to enable them to meet the lowest division applicable from that rate group in order that all mines in the same rate group may make the same delivered price.
MR—Mine Run coal as described in Instruction No. A.
M. MR—Modified Mine Run coal as described in Instruction No. B.
Scgs.—Screenings Coal as described in Instruction No. C.

### *Explanation*

Exception No. 4. The following price will apply on railroad locomotive fuel for the MK&T RR, the StL&SF Ry., the CRI&P Ry. (St. Louis Division), the Alton & Southern RR, the Terminal Railroad Association of St. Louis, the StL&SW Ry., and the Manufacturers Ry. from mines bearing reference to Exception No. 4:

| | |
|---|---|
| Mine Run | $1.80 |
| 6" x 1¼" Egg | 1.85 |
| 2" Screenings or smaller | 1.40 |

Exception No. 5. The price on 6" x 1¼" Egg Coal from this mine for locomotive use on the Alton RR is $2.15 per ton.

Exception No. 6. The producer may absorb the actual division of the freight rate not to exceed 43.6 cents per ton on railroad locomotive fuel for the M&StL RR.

Exception No. 7. The producer may absorb the actual division of the freight rate but not to exceed 22 cents per ton on railroad locomotive fuel for the TP&W RR.

Exception No. 8. The producer may absorb the actual division of the freight rate but not to exceed 48 cents per ton on railroad locomotive fuel for the C&NW RR.

Exception No. 9. The following prices will apply on railroad locomotive fuel for the NYC System:

| | |
|---|---|
| Mine Run | $2.10 |
| 6" Mine Run | 1.85 |
| Nut (Top 3", Bottom ⅜") | 2.25 |
| Screenings, 2" or less | 1.70 |

Instruction No. E will not apply on the above prices.

Exception No. 10. The producer may absorb the actual switching charge but not to exceed 25 cents per ton on railroad locomotive fuel for the B&O RR, IC RR, and the Illinois Terminal Railroad.

Exception No. 11. The producer may absorb the actual switching charge but not to exceed $8.25 per car on railroad locomotive fuel for the Alton RR.

Exception No. 12. The producer may absorb the actual switching charge but not to exceed $8.80 per car on railroad locomotive fuel for the Wabash Railway.

Exception No. 13. The producer may absorb the actual switching charge but not to exceed $6.20 per car on railroad locomotive fuel for the CB&Q RR.

Exception No. 14. The producer may absorb the actual division of the freight rate but not to exceed 30 cents per ton on railroad locomotive fuel for the C&NW Ry.

Exception No. 15. The producer may absorb the actual switching charge but not to exceed 14 cents per ton with a minimum of $2.97 and a maximum of $5.45 per car on railroad locomotive fuel for the Missouri and Illinois Railroad.

Exception No. 16. The producer may absorb the actual switching charge but not to exceed $5.95 per car on railroad locomotive fuel for the Southern Railway.

Exception No. 17. The producer may absorb the actual division of the freight rate but not to exceed 15 cents per ton on railroad locomotive fuel for the C&NW Ry.

Exception No. 18. The producer may absorb the actual switching charge but not to exceed $6.05 per car on railroad locomotive fuel for the MOPAC RR.

Exception No. 19. The producer may absorb the actual division of the freight rate but not to exceed 12 cents per ton on railroad locomotive fuel for the C&NW Ry.

Exception No. 20. The following prices apply on railroad locomotive fuel for the NYC System:

| | |
|---|---|
| Mine Run | $1.85 |
| Modified Egg | 1.85 |

Exception No. 21. The producer may absorb the actual switching charge but not to exceed $6.95 a car on railroad locomotive fuel for the M&STL RR.

Exception No. 22. The producer may absorb the actual switching charge of the G&GE RR but not to exceed 15 cents per ton on railroad locomotive fuel for the CB&Q RR.

Exception No. 23. The producer may absorb the actual switching charge but not to exceed 16c per ton on railroad locomotive fuel for the Illinois Terminal Railroad.

Exception No. 24. The producer may absorb the actual division of the freight rate but not to exceed 35 cents per ton on railroad locomotive fuel for the IC RR.

Exception No. 25. The producer may absorb the actual division of the freight rate but not to exceed 34 cents per ton on railroad locomotive fuel for the C&NW Ry.

Exception No. 26. The producer may absorb the actual division of the freight rate but not to exceed 22 cents per ton on railroad locomotive fuel for the Wabash Ry.

Exception No. 27. The producer may absorb the actual switching charge but not to exceed $6.50 per car on railroad locomotive fuel for the IC RR.

Exception No. 28. The producer may absorb the actual switching charge but not to exceed 14 cents per ton with a minimum of $2.97 and a maximum of $5.45 per car on railroad locomotive fuel for the IC RR, the Illinois Terminal RR, Wabash Ry, and Alton RR.

Exception No. 29. The producer may absorb the actual switching charge but not to exceed 14 cents per ton with a minimum of $2.97 and a maximum of $5.45 per car on railroad locomotive fuel for the Illinois Terminal RR, Wabash Ry, and the Alton RR.

Exception No. 30. The producer may absorb the actual switching charge but not to exceed 14.6 cents per ton on railroad locomotive fuel for the Alton RR.

Exception No. 31. The producer may absorb the actual division of the freight rate but not to exceed 22 cents per ton on railroad locomotive fuel for the Wabash Ry and the IC RR.

Exception No. 32. The producer may absorb the actual division of the freight rate but not to exceed 12 cents per ton on railroad locomotive fuel for the C&NW Ry.

Exception No. 33. The producer may absorb the actual division of the freight rate but not to exceed 22 cents per ton on railroad locomotive fuel for the Alton RR, the IC RR, the Wabash Ry, and the Illinois Terminal RR.

Exception No. 34. The producer may absorb the actual switching charge but not to exceed 14 cents per ton with a minimum of $2.97 and a maximum of $5.45 per car on railroad locomotive fuel for the Alton RR, the IC RR, the B&O RR, and the Illinois Terminal RR.

Exception No. 35. The producer may absorb up to a maximum of 25 cents per ton on railroad locomotive fuel for the Santa Fe RR.

Exception No. 36:

| On railroad locomotive coal for— | Delivered price | | F. o. b. mine price to be obtained by deducting from the delivered price the actual divisions of the rate subject to the following maximum absorption: |
|---|---|---|---|
| | MR | Mod. MR | |
| Alton RR | 195 | 200 | 0.426 |
| CB&Q RR | 195 | 200 | .48 |
| C&EI Ry | 195 | 200 | .48 |
| MOPAC RR | 180 | *185 | .48 |
| NYC System | 185 | 185 | .48 |
| PRR | 180 | *185 | .48 |
| Wabash Ry | 195 | 200 | .48 |

*6'' x 1¼'' Egg.

Exception No. 37. The price on railroad locomotive fuel for railroads shown below shall be based on the freight rate or the division of the freight rate from Belleville, Illinois. The f. o. b. mine price is to be increased the difference between the Belleville, Illinois-rate or division of the rate and the actual transportation charge applicable from Mine Index No. 96.

MK&T RR.
StL&SF Ry.
CRI&P Ry (St. Louis Division).
Alton & Southern RR.
Terminal RR Assn. of St. Louis.
StL&SW Ry.
Manufacturers Ry.

Exception No. 38. The delivered price on railroad locomotive fuel when delivered to the following railroads at St. Louis, Missouri, shall be based on the freight rate or the division of the freight rate from Belleville, Illinois. The f. o. b. mine price is to be increased the difference between the Belleville rate or the division of the rate and the actual freight rate or division applicable from mines bearing reference to Exception No. 38 when routed by the Illinois Terminal RR:

MK&T RR.
StL&SF Ry.
CRI&P Ry (St. Louis Division).
Terminal RR Assn. of St. Louis.
StL&SW Ry.
Manufacturers Ry.

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## Schedule of Proposed Coordinated Minimum Prices for District No. 10

### TRUCK SHIPMENTS ONLY

### *Identification of Sub-districts—Mines Shipping by Truck*

### Counties

Section Number 1. Grundy, Livingston, and Will.

Section Number 2. Bureau, LaSalle, Marshall, Putnam and Woodford.

Section Number 3. Henry, Knox, Stark, Mercer, Rock Island and Warren.

Section Number 4. Fulton, Logan, Peoria and Tazewell.

Section Number 5. Adams, Brown, Cass, Greene, Jersey, Hancock, Macoupin, McDonough, Pike, Schuyler and Scott.

Section Number 6. Christian, Macon, Menard, Montgomery, Morgan, Sangamon and Shelby.

Section Number 7. Crawford, Edgar, Jasper, Richland, Vermilion and Wabash.

Section Number 8. Madison, Monroe and St. Clair.

Section Number 9. Bond, Clinton, Jackson, Jefferson, Marion, Perry, Randolph and Washington.

Section Number 10. Franklin, Gallatin, Johnson, Pope, Saline, White and Williamson.

### *Price Instructions and Exceptions—Truck Shipment Only*

1. The schedule of prices shown herein applies f. o. b. transportation facilities at mines on all coal produced by Code Members within District No. 10.

2. All prices herein are per net ton of 2,000 lbs. f. o. b. transportation facilities at the mine unless otherwise designated.

3. All prices are subject to the effective Marketing Rules and Regulations and the Rules and Regulations governing Distributors.

4. Invoices shall be paid in full in United States currency, or funds equivalent thereto, not later than the due date.

5. All size designations are for round hole screens. When screens having other types of openings are used and the percentage of over-size, as determined in accordance with the method of test prescribed by A. S. T. M. designation D 410–38, exceeds 5%, the price for the next higher size group classification for that mine shall apply.

6. *Calcium chloride and oil treated coal.* All coals in Size Groups Nos. 1 to 12, inclusive, and 17 to 20, inclusive, treated with oil, wax, calcium chloride, or other dust-allaying or anti-freezing agents, shall be priced 10 cents per ton higher than the same size untreated;

On coal in all other size groups, the increase of 10 cents per ton shall apply only during the period April 1st to November 15, inclusive, in each year, and shall not apply during the period November 16th to March 31st, inclusive.

7. Not *less* than the actual cost of transporting coal from the ordinary loading facilities at the mines to any consumer shall be added to the established minimum price f. o. b. transportation facilities at the mine.

The cost of such transportation is subject to review by the Commission on complaint or upon its own motion. In every case reviewed by the Commission the Code Member shall have the burden of establishing or proving that the cost so charged was not less than the actual cost of transportation.

### *Description of Size Groups*

### Raw or Mechanically Cleaned Sizes

Size group No. 1. All LUMP coal larger than 4''. Also—All EGG coal with a bottom size larger than 4''.

Size group No. 2. All LUMP coal 4'' and smaller, but larger than 3''. Also—All EGG coal with a bottom size larger than 3'' but not larger than 4''.

Size group No. 3. All LUMP coal 3'' and smaller, but larger than 2''. Also—All EGG coal with a bottom size larger than 2'' but not larger than 3''.

Size group No. 4. All LUMP coal 2'' and smaller, but larger than 1½''. Also—All EGG coal with a bottom size larger than 1½'' and not larger than 2'' and with a top size larger than 4''.

Size group No. 5. All DOUBLE SCREENED coal with a bottom size larger than 1½'' but not larger than 2'' and a top size larger than 2'' but not larger than 4''.

Size group No. 6. All LUMP coal 1½'' or smaller. All DOUBLE SCREENED coal with a top size larger than 2'' and a bottom size not larger than 1½''.

Size group No. 7. STRAIGHT MINE RUN, no fines removed. MINE RUN, modified by the removal of any intermediate size or sizes, no fines removed. All RESULTANTS larger than 2'', no fines removed.

Size group No. 8. All DOUBLE SCREENED coals with a top size not larger than 2'' but larger than 1½'', and a bottom size larger than ⅜''.

### Raw Sizes

Size group No. 9. All double screened coals *not* mechanically cleaned with a top size not larger than 2'' but larger than 1½'', and a bottom size not larger than ⅜'' but larger than 3/32'' or 10 mesh.

Size group No. 10. All double screened coals *not* mechanically cleaned with a top size not larger than 1½'' but larger than ¾'', and a bottom size larger than ⅜''.

Size group No. 11. All double screened coals *not* mechanically cleaned with a top size not larger than 1½'' but larger than ¾'', and a bottom size not larger than ⅜" but larger than 10 mesh or 3/32".

Size group No. 12. All double screened coals *not* mechanically cleaned with a top size ¾" and smaller, and a bottom size larger than 3/32" or 10 mesh.

Size group No. 13. All screenings *not* mechanically cleaned having a top size 2" and smaller, but larger than 1½", no fines removed.

Size group No. 14. All screenings *not* mechanically cleaned having a top size 1½" and smaller but larger than ⅜", no fines removed.

Size group No. 15. All screenings *not* mechanically cleaned having a top size ⅜" and smaller but larger than 10 mesh or 3/32", no fines removed.

Size group No. 16. (Dust) All screenings *not* mechanically cleaned having a top size 10 mesh or 3/32" and smaller, no fines removed.

### Washed or Air Cleaned Sizes

Size group No. 17. All double screened coals mechanically cleaned with a top size not larger than 2" but larger than 1½", and a bottom size not larger than ⅜", but larger than 3/32" or 10 mesh.

Size group No. 18. All double screened coals mechanically cleaned with a top size not larger than 1½" but larger than ¾", and a bottom size larger than ⅜".

Size group No. 19. All double screened coals mechanically cleaned with a top size not larger than 1½" but larger than ¾", and a bottom size not larger than ⅜", but larger than 3/32" or 10 mesh.

Size group No. 20. All double screened coals mechanically cleaned with a top size ¾" and smaller, and a bottom size larger than 3/32" or 10 mesh.

Size group No. 21. All double screened coals mechanically cleaned with a top size not larger than 1½" but larger than ¼" and a bottom size not larger than 10 mesh.

Size group No. 22. All screenings, mechanically cleaned, having a top size 2" and smaller but larger than 1½", and a bottom size for wet cleaning 1 millimeter or equivalent, and for air cleaning shall contain at least 10% that will pass through a 10 mesh screen.

Size group No. 23. All screenings, mechanically cleaned, having a top size 1½" and smaller but larger than ⅜", and a bottom size for wet cleaning 1 millimeter or equivalent, and for air cleaning shall contain at least 10% that will pass through a 10 mesh screen.

Size group No. 24. All screenings, mechanically cleaned, having a top size ⅜" and smaller, and a bottom size for wet cleaning 1 millimeter or equivalent, and for air cleaning shall contain at least 10% that will pass through a 10 mesh screen.

### Dry Dedusted Sizes

Size Group No. 25. Dry Dedusted Screenings having a top size 2" and smaller but larger than 1½". Fines are defined as the resultant coal passing through the dedusting screen used to dedust, and in no case shall the dedusting screen exceed ⅜". Not more than 50% of the fines may be removed by dedusting screens. However, standard mechanical dedusting equipment may use not larger than 8 mesh screens to remove the fines with no limit to percentage of fines removed.

Size Group No. 26. Dry Dedusted Screenings having a top size 1½" and smaller but larger than ⅜". Fines are defined as the resultant coal passing through the dedusting screen used to dedust, and in no case shall the dedusting screen exceeds ⅜". Not more than 50% of the fines may be removed by dedusting screens. However, standard mechanical dedusting equipment may use not larger than 8 mesh screens to remove the fines with no limit to percentage of fines removed.

Size Group No. 27. (10 mesh special stoker) Dry Dedusted Screenings having a top size ⅜" and smaller. Standard mechanical dedusting equipment may use not larger than 8 mesh but larger than 48 mesh screens to remove the fines.

Size Group No. 28. (Carbon) Dry Dedusted Screenings having a top size ⅜" and smaller. Standard mechanical dedusting equipment may use not larger than 28 mesh screens to remove the fines.

Size Group No. 29. Sizes embraced in these size groups not produced in District No. 10.

Size Group No. 30. Sizes embraced in these size groups not produced in District No. 10.

Size Group No. 31. Sizes embraced in these size groups not produced in District No. 10.

Size Group No. 32. Sizes embraced in these size groups not produced in District No. 10.

Size Group No. 33. Sizes embraced in these size groups not produced in District No. 10.

Size Group No. 34. Picking table refuse not passed through a breaker.

### *Table of Sizes in Size Groups*

### Over 2" Raw, Washed or Air Cleaned

SIZE

- Size group 1:
  - Lump:
    - 10".
    - 9".
    - 8".
    - 7".
    - 6".
  - Egg:
    - 9" x 6".
    - 8" x 5".
- Size group 2:
  - Lump:
    - 4".
  - Egg:
    - 9" x 4".
    - 8" x 4".
    - 7" x 4".
    - 6" x 4".

*Table of Sizes in Size Groups*—Contd.

- Size group 3:
  - Lump:
    - 3".
    - 2½".
  - Egg:
    - 8" x 3".
    - 7" x 3".
    - 7" x 2½".
    - 6" x 3".
    - 6" x 2½".
    - 5" x 3".
    - 4" x 3".
    - 4" x 2½".
- Size group 4:
  - Lump:
    - 2".
    - 1⅞".
  - Egg:
    - 9" x 2".
    - 8" x 2".
    - 7" x 2".
    - 6" x 2".
    - 5" x 2".
- Size group 5:
  - Egg:
    - 4" x 2".
    - 3" x 2".
- Size group 6:
  - Lump:
    - 1½".
    - 1¼".
  - Egg:
    - 8" x 1½".
    - 8" x 1¼".
    - 7" x 1½".
    - 7" x 1¼".
    - 6" x 1½".
    - 6" x 1¼".
    - 6" x 1".
    - 6" x ¾".
    - 6" x ½".
    - 5" x 1½".
    - 5" x ¾".
    - 4" x 1½".
    - 4" x 1¼".
    - 4" x ¾".
    - 4" x ¼".
    - 3" x 1½".
    - 3" x 1¼".
    - 3" x ¾".
    - 3" x 5/16".
  - Nut:
    - 2½ x 1½".
    - 2½" x 1¼".
    - 2½" x 1".
- Size group 7:
    - Straight mine run.
    - Mine run crushed.
    - Mine run 6".
    - Mine run 6" crushed.
    - Mine run 5" crushed.
    - Mine run 4".
    - Mine run 3".
    - Mine run 2½".

### Under 2" Raw, Washed or Air Cleaned

SIZE

- Size group 8:
  - Nut:
    - 2" x 1½".
    - 2" x 1¼".
    - 2" x 1".
    - 2" x ¾".
    - 2" x ⅝".
    - 2" x 7/16".

*Table of Sizes in Size Groups*—Contd.

### Under 2'' Raw

- Size group 9:
  - 2'' x ⅛''.
  - 2'' x 5/16''.
  - 1¾'' x 5/16''.
- Size group 10:
  - 1½'' x 1¼''.
  - 1½'' x 1''.
  - 1½'' x ¾''.
  - 1⅜'' x ¾''.
  - 1¼'' x 1''.
  - 1¼'' x ¾''.
  - 1½'' x ⅝''.
  - 1½'' x ½''.
  - 1½'' x 7/16''.
  - 1'' x ½''.
  - 1'' x 7/16''.
- Size group 11:
  - 1½'' x ⅜''.
  - 1½'' x 5/16''.
  - 1½'' x ¼''.
  - 1½'' x ⅛''.
  - 1¼'' x ⅜''.
  - 1¼'' x 5/16''.
  - 1¼'' x ¼''.
  - 1¼'' x 3/16''.
  - 1'' x ⅜''.
  - 1'' x 5/16''.
  - 1'' x ¼''.
  - ⅞'' x 5/16''.
  - ⅞'' x 1/16''.
- Size group 12:
  - ¾'' x ½''.
  - ¾'' x ⅜''.
  - ¾'' x 5/16''.
  - ¾'' x ¼''.
  - ¾'' x ⅛''.
  - ⅝'' x ⅜''.
- Size group 13:
  - 2'' x 0.
  - 1⅞'' x 0.
- Size group 14:
  - 1½'' x 0.
  - 1⅜'' x 0.
  - 1¼'' x 0.
  - 1'' x 0.
  - ¾'' x 0.
  - ⅝'' x 0.

*Table of Sizes in Size Groups*—Contd.

- Size group 14—Continued.
  - ½'' x 0.
  - 7/16'' x 0.
- Size group 15:
  - ⅜'' x 0.
  - 5/16 x 0.
  - ¼'' x 0.
  - 3/16'' x 0.
  - ⅛'' x 0.
  - 6 Mesh x 0.
- Size group 16:
  - 1/16'' x 0.
  - 10 Mesh x 0.
  - 28 Mesh x 0.
  - 48 Mesh x 0.

### Under 2'' Washed or Air Cleaned

SIZE

- Size group 17:
  - 2'' x 5/16''.
- Size group 18:
  - 1½'' x 1''.
  - 1½'' x ¾''.
  - 1¼'' x 1''.
  - 1¼'' x ¾''.
  - 1¼'' x 13/16''.
- Size group 19:
  - 1½'' x 5/16''.
  - 1½'' x ¼''.
  - 1¼'' x 5/16''.
  - 1¼'' x ¼''.
  - 1'' x ⅜''.
  - 1'' x 5/16''.
- Size group 20:
  - ¾'' x ½''.
  - ¾'' x 5/16''.
  - ¾'' x ¼''.
  - ⅜'' x 5/16''.
  - ⅜'' x 4 mesh.
- Size group 21:
  - 1½'' x 10 mesh.
  - 1'' x 10 mesh.
  - ⅜'' x 10 mesh.
  - 5/16'' x 10 mesh.
  - 5/16'' x 48 mesh.
- Size group 22:
  - 2'' x 28 mesh.
  - 2'' x 0–W.

*Table of Sizes in Size Groups*—Contd.

- Size group 23:
  - 1½'' x 28 mesh.
  - 1¼'' x 28 mesh.
  - 1'' x 28 mesh.
  - ¾'' x 28 mesh.
  - 1½'' x 0–W.
  - 1¼'' x 0–W.
  - 1'' x 0–W.
  - ¾'' x 0–W.
  - 7/16'' x 0–W.
- Size group 24:
  - ⅜'' x 0–W.
  - 5/16'' x 0–W.
  - ¼'' x 0–W.
  - 10 mesh x 0–W.

### Dry Dedusted Sizes

- Size group 25:
  - 2'' x 6 mesh.
  - 2'' x 10 mesh.
  - 2'' modified.
  - 1¾'' x 1/16''.
- Size group 26:
  - 1½'' modified.
  - 1½'' x 10 mesh.
  - 1½'' x 28 mesh.
  - 1¼'' modified.
  - 1¼'' x 10 mesh.
  - 1'' x 10 mesh.
  - 1'' x 28 mesh.
  - ¾'' x ⅛''.
  - ¾'' x 1/16''.
  - ¾'' x 10 mesh.
  - ¾'' x 28 mesh.
  - ⅝'' x 10 mesh.
  - ½'' x ½ MM.
  - 7/16'' x 10 mesh.
- Size group 27:
  - ⅜'' x 10 mesh.
  - 5/16'' x 10 mesh.
  - ⅜'' x 1/16''.
- Size group 28:
  - ⅜'' x 48 mesh.
  - 5/16'' x 48 mesh.
- Size group 34:
  - Reclaimed lump.

*Prices in Cents per Ton for Shipment Into All Market Areas—For Truck Shipment Only*

SECTION NO. 1

| Code member index and name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| *Grundy County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Babcock, J. P. | Saratoga Mng. Co. | ---- | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Clark City Wilmington Coal Co. (John Smetanko) | Same | 6 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Condon, Robert | Condon | 2 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Kyle, Joseph F. (Truckers Coal Co.) | Truckers | 1 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Morris Coal & Mining Co. | Morrooo | 2 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| South Wilmington Coal Co. (Alex Densmore) | No. 3 | 2 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Verona Coal Mining Co. Inc. (Julius Remy) | Sheppard | 6 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Verona Coal Mining Co. | Verona | 6 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 175 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Livingston County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B & J Coal Co. (Steve Biroschik) | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Barry, John J. | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Crouch & Company | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Gall & Wargo | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Guyon & Liptak | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hyduk Brothers | Hyduk Bros | 1 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Indian Creek Coal Co. (Geo. Kerr) | Indian Creek | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Kaschak, Thomas L. | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Mill Dam Coal Co. (Thos. Hornsby, Jr.) | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Will County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Northern Illinois Coal Corp. | No. 10 | 2 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 260 | 260 | 260 | 260 | 250 | 250 | 240 | 210 | ---- | ---- | ---- | ---- | 275 |
| Wilmington Coal Mining Corp. | Wilmington | 2 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 315 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

SECTION NO. 2

| Code member index and name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| *Bureau County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brandt, D. C. | Indian Hill | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Carlson, Oscar | Carlson | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Comp, Harvey L. | Comp's Coal | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Jenkins & Crosland | Same | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Katcher & Lesak | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Moran & Son (Charles Moran) | Comp Mine | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pollock, Gilbert | Pollock | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Rowland, George (Sheffield Mng. Co.) | Sheffield Mng. Co. | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Shaw, Orville | Comp Mine | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Smith, Chester C. | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Spring Valley Coal Mining Co. | No. 3 | 2 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 200 | 190 | ---- | ---- | 275 |
| Watts, Cleal T. (Coal Creek C. C.) | Coal Creek | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *LaSalle County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balett & Talbot Coal Co. | Coon Hollow | 6 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Baldoni Coal Co. (Anton Baldoni) | | ---- | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Bee & Hornick | Spring Lake | 6 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Blue Eagle Coal Co. (Rob. Davidson) | Blue Eagle | 6 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Brooker Brothers | Same | 2 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Brown Coal Co. (Leo Brown) | Brown | 2 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Buffalo Rock Coal Co. | Buffalo Rock | 2 | 320 | 315 | 310 | 300 | 295 | 290 | 235 | 230 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 200 | 190 | ---- | ---- | 240 |
| Buffington, George | | ---- | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Coalville Coal Co., The (Elsworth Allen) | Coalville | 6 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Costin Coal Co. (Thirl Costin) | Costin | 2 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Deer Coal Co. (George Davis) | | ---- | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| French Coal Co. | French | 6 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Huber, Elvin | 7th St. Mine | ---- | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Illinois Valley Coal Co., Inc. | Illinois Valley | ---- | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Kinsolving, C. G. (Oak Coal Co.) | Oak Coal Co. | 2 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Kollar, Andrew | Kollar | 6 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lowell Strip Mine (Michael Kusnerick) | Lowell Strip | ---- | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Massey Brothers | | ---- | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Mitchel & Brown Coal Co. | Mitchel & Brown | 6 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Moran Coal Co., James | Moran | 6 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Noonan, J. Edgar (Noonan Mng. Co.) | | ---- | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Osage Coal Co. | Osage | 2 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | 230 | 230 | 230 | 230 | 220 | 220 | 210 | 180 | 200 | 190 | ---- | ---- | 275 |
| Peacock Coal Co. (E. Roy Meyers) | | 6 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Peru Deep Vein Coal Co. | No. 3 | 2 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 200 | 190 | ---- | ---- | 275 |
| Pettigrew, William | | ---- | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

## *Prices in Cents per Ton for Shipment Into All Market Areas—For Truck Shipment Only*—Continued

SECTION NO. 2—Continued

| Code member index and name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| Salt Well Mining Co. (Frank Roth) | Salt Well | | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Senko, Joe | Senko | 6 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Silver Clay & Coal Co., Inc | Same | 2 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Starkey Coal Co. (Frank Fetters) | Starkey | | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Union Coal Co | Union | 2 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 200 | 190 | ---- | ---- | 275 |
| West Side Coal Co. (Frank J. Kakara) | | | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Wilmington Coal Mines, Inc | Ottawa | 2 | 320 | 315 | 310 | 300 | 295 | 290 | 235 | 230 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 200 | 190 | ---- | ---- | 240 |
| Woods, William | | | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Worthington, Carlin | Cummins & Sons | | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Marshall County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Babington Brothers | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Crew Coal Co. (Robt. E. Crew) | Crew Coal. Co. No. 2 | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Crew, Walter E | Crew Coal Mine | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Davis, C & L | C & L Davis | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Davis,George & Melvin | Owl Coal Co | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Dobrich, Vincent | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hillman & Wren (Jennings Hillman) | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hunt, Willis (Hunt Coal Co.) | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hunt & Moss Coal Co. (Willis Hunt) | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Johnson & Wilkins | Same | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Kear, McKinley | Kear | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Krantz & Bervar (Barthel Bervar) | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lopeman, Elmer & Clifford | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Owl Coal Co. (Melvin W. Davis) | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Paolucci, Peter | Eagle | 5 | 360 | 355 | 350 | 340 | 835 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pearson, John H | Pearson | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Simpson, W. H | | 5 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Putnam County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Prairie State Coal Co | Prairie State | 3 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Woodford County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Roanoke Coal Co | Roanoke | 3 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Sutton, W. G | Minonk | 2 | 360 | 355 | 350 | 340 | 335 | 325 | 260 | 265 | 220 | 220 | 220 | 220 | 190 | 180 | 115 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 200 | 190 | ---- | ---- | 275 |

SECTION NO. 3

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Henry County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Allison, John | New Deal Coal Co | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| B & H Coal Co. (Sasan & Carp) | B & H Coal | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Beyer & Lyle Brothers | | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Black Hawk Coal Co. (T. C. Thompson) | Black Hawk | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Crescent Coal & Mining Co | Crescent | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hodgett, Abb | Abb Hodgett | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lamb, Wm. T. & Henry Powers | Rock Bottom | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Long View Coal Co | Long View | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lyle Brothers | | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Midland Electric Coal Corp | Atkinson | 2 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | 195 | 195 | 195 | 195 | 185 | 185 | 175 | 145 | 145 | 135 | ---- | ---- | 175 |
| Morgan, Harry (Rock River Coal Co.) | Rock River C. C | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| New North East Coal Co | Same | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| New Square Deal Coal Co. (E. J. Meloen) | | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Oltman & Sons, Charles | Tip Top | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pettitt, Clifford M. & Andrew Head | Pettitt & Head | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Quality Mining Co., Inc | Quality | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Ratcliffe & Fricke | Ratcliffe & Fricke | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Ripka, Bates & Wetzel (Crescent Coal Co.) | Crescent | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Ripka Coal Co. (Elmer Ripka) | | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Shuler Coal Mining Co | No. 2 Alpha | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Star Coal Co. (Emil Lingwall) | Star | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 175 |
| Valley View Coal Co | Valley View | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Warner Coal Co. (Carlyle Peterson) | Rex | 2 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| West Geneseo Coal Co. (L. F. Jake) | West Geneseo | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Yahnke, Wm. E. (Edford Coal Mine) | | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| | | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

*Prices in Cents per Ton for Shipment Into All Market Areas—For Truck Shipment Only*—Continued

SECTION NO. 3—Continued

| Code member index and name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| *Knox County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Armstrong, Walter | Armstrong | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Baker, A. G | Perviance | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Barnes, Dwight & Frank Kling | Horn Back | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Bennett, Chester (Maple Leaf Coal Co.) | Dehm | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Charnock & Westfall | ---- | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Davison, Aaron | J. F. Morse | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| DeLong Coal Co. (H. L. Salmonds) | ---- | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Godsil & Strom | ---- | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Gravitt, Lawrence | Etherly Coal Co | 6 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Johnson, Charlie | Johnson | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Knoxville Mining Co | Same | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lillies Creek Coal Co. (Orville Schertz) | Lillies Creek | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Little Coal Co | Little Coal Co | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Little John Coal Co | Little John | 6 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | 200 | 200 | 200 | 200 | 190 | 190 | 180 | 150 | ---- | ---- | ---- | ---- | 175 |
| Mertz, William | Davis | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Mitchell, William | Hubble | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Morse, Homer | Dehm | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Morse, Ray | Morse | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Murphy, Charley | ---- | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Old Hickory Co-Operative Coal Co. (D. B. Dutton) | Old Hickory | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Peterson & Bangston | ---- | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Peterson & Hammerlund Coal Co | Same | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Purviance, L. S | Purviance | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Salmons Coal Co. (Glen Salmons) | ---- | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Stegall, Leonard | Leonard Stegall | 6 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Strickland, David | Thurman | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Strom, Gerald | ---- | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Thermal Coal Co | Thermal Coal Co | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Watagа Coal Co | Wataga | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Westfall Brothers | Westfall Bros | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Williams, Leslie W | Morse | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Yates City Mining Co. (Louis Messersmith) | Yates City Coal | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Stark County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bates, Henry | Henry Bates Coal | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Catton & Willison | ---- | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Curfman, W. J | Curfman | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Dilts, Harry & W. L. Moake | Downing | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Milburn, Leslie | Milburn Coal | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Newton, Harold H | Newton | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Ohman, G. A | G. A. Ohman | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Plotner, Mark | Plotner | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Scott, James | Scott's Coal | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Mercer County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brasmer & Lilliman | Lone Star | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Docherty Coal Co | Docherty | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Dorman, C. G | Dorman Coal Co | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Essley Coal Co | Black Diamond No. 2 | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Fanning, Willis | Lone Star | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Four in One Coal Co., The | Four-in-One | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Frye & Bollman | Frye & Bollman | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Guthrie Coal Mine, John | Guthrie | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lee Brothers & Co | Lee | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Never Seen Coal Co. (Jas. O'Rourke) | ---- | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pease Coal Co | ---- | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Richardson, Eithel | Richardson | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Skinner, Ethell | ---- | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Smith & Co., T. H | T. H. Smith | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Spahnie, Amos J | A. J. Spahnie C. C | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Rock Island County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mielke Brothers | Mielke Bros | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Poston, Maverick W | Rural Coal Co | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pryce Coal Mine | Pryce Coal | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Stoehr & Sons, Edward | Blue Eagle No. 2 | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Utts, James P | Sunshine | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Wooley, Peters & Lawson | Hunky-Dory | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

*Prices in Cents per Ton for Shipment Into All Market Areas—For Truck Shipment Only*—Continued

SECTION NO. 3—Continued

| Code member index and name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| *Warren County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baker, George | ---- | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Clayton, Frank | ---- | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Howards Coal Mine | Howard's Coal | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Manuel Brothers | Manuel Bros | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Manuel & Sons, A. E | ---- | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Paul, Louis | ---- | 1 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 200 | 190 | 190 | 190 | 190 | 160 | 150 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

SECTION NO. 4

| Code member index and name | Mine | Seam | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Fulton County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ackerson, William | Ackerson Coal | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Banner Coal Co. (Clarence I. Ford) | Banner | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Barclay Coal Co. (Marion Barclay) | Barclay | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Baughman, Byrl | Byrl Baughman | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Baughman, George | Geo. Baughman | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Bennett, Andrew | Bennett Mines | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Bedwell, Sam | Sam Bedwell | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Big Creek Coal Co. (Scott McGinnis) | Big Creek | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Birchfield, Dewey | Dewey Birchfield | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Black Eagle Coal Co | Black Eagle | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Blake, J | Dewey Birchfield | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Blakley Coal Co | Blakley | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 175 |
| Blue Eagle Coal Co. (Lewis Lee) | Blue Eagle | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Brock & Brinton Coal Co. (Lyle Brock) | Brock & Brinton | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Brons, Elden J | Brons Coal Co | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Brooks & Hayden (C. A. Brooks) | Copperhead | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Brooks, John | John Brooks | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Bruketta & Sons Coal Co | Bruketta & Sons | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Brush & Son, H. B | ---- | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Buckheart Creek Coal Co | Buckheart Creek | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Buel, D. W | Avon Coal Co | 1 | 280 | 275 | 270 | 260 | 255 | 250 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Cape & Johnson Coal Co. (Ora Johnson) | Cape & Johnson | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Casler Coal Co | Gofinch Casler | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Central State Collieries, Inc | Little Sister | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 175 |
| Cimo, John | Ball Mountain | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Clauson Coal Co., W. K | Clauson | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Clean Coal Co | Clean Coal Co | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Clearview Mine | Clearview | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Coal City Coal Co | Coal City Coal | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Cohen, Max | M. & C | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Cripple Creek Coal Co. (Joe Zaborac) | Cripple Creek | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| D & D Coal Co | D & D | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| D. I. D. Coal Co. (Wm. P. Ingles) | D. I. D | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Dallefeld, Walter | Dallefeld Coal | 1 | 280 | 275 | 270 | 260 | 255 | 250 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Daniels, J. A. (G. O. Ehresman) | Turkey Creek | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Danner, Clarence | Clarence Danner | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Davis & Sons (Orville Davis) | Davis & Sons | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Diamond Coal Co. (Sam Sandler) | Diamond Coal Co | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Dilts & Son, William | Richard Ketcham | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Engle & Engle | Engle | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Fouts, Richard | Fouts | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Glore Coal Co | Glore Coal Co | 1 | 280 | 275 | 270 | 260 | 255 | 250 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Golden Rule Coal Co. (Middle Grove) | Golden Rule | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 |
| Gorey, Dean & Dave | Gorey | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Green Valley Coal Co. (Ivan Hebb) | Green Valley | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hamilton, Lloyd | Little Gem | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hawk Valley Coal Co. (Barney Ruggeri) | Hawk Valley | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hendee Bros. Coal Co. (Howard Hendee) | Hendee | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hollandsworth, Albert | Hollandsworth | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hollandsworth, George A. (H & H Coal Co.) | H & H | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hornback, Clarence | Orwig | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Illinois Colliery Co | Ill. Colliery | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 175 |
| Jenkins, Thomas J | Jenkins Coal Co | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Johnson, Harry C | Reed | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Kauzlarich, Tony | Kauzlarich | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| L & S Coal Co. (Gus Stevenor) | L & S | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Leonard's Coal Co. (Clair Leonard) | Leonard's | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Ley, James W | Clean Burning Coal | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

*Prices in Cents per Ton for Shipment Into All Market Areas—For Truck Shipment Only*—Continued

SECTION NO. 4—Continued

| Code member index and name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| Lightbody, C. O | C. O. Lightbody | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Liverpool Coal Co | Liverpool | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Malmgren, Arthur (Malmgren Coal Co.) | Malmgren | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| McCracken, Bud | Bud McCracken | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| McGlaughlin Bros | McGaughlin Bros | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Midland Electric Coal Corp | Middle Grove | 6 | 280 | 275 | 270 | 260 | 255 | 250 | 175 | 175 | | | | | | | | | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | | | | | 175 |
| Mosher & Dilts Coal Co. (Floyd J. Mosher) | Mosher & Dilts | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Munson & Shaeffer (Clarence Shaeffer) | | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| New Midway Coal Co. (John Witcher) | New Midway | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Parr, LaVon | Parr | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Parrville Coal Co. (Fred Lingenfelter) | Parrville | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Pearson Coal Co. (C. J. Pearson) | Pearson | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Peaco Coal Co | Cent. Ill. Coal | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Pheasant, Wilber | White Ash | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Pointer, Rolland M. (Premier White Ash C C) | Premier White Ash | 2 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Pschirrer & Sons Coal Co | No. 3 Kildee | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | | | 175 |
| Raker, Charles | Raker Coal Co | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Raker, Mrs. Delia | Pine Ridge | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Rawalt Coal Co | Rawalt | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Reneau, C. C | C. C. Reneau | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Rice Lake Coal Co | Rice Lake | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Richard, Walter | Richard | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Rowden, C. F | C. F. Rowden | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| S & L Coal Co. (Lewis Shaw) | S & L | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| S & P Coal Mine (LaVon Parr-L. A. Simons) | S & P | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Seville Coal Mine (Dominic Frabotta) | Seville Mine | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Shaffer, Carl | Shaffer | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Smallberger, Walter | Smallberger | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Stambaugh, George H | | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Stevenson-Brown Mine (Ira W. Brown) | Brown | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Stockham, Donald | Donald Stockham | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Street, George | Street-Fairview | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Strode, John L | Strode | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Stufflebeam, Cal | Cal Stufflebeam | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Sugarville Coal Co | Sugarville | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Sunnyside Coal Co | Sunnyside | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Tarvin, Clinton (Turkey Branch Coal Co.) | Turkey Branch | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Thomas, A. H | Plainview | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Thompson Bros. Coal Co | Thompson | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Thompson, Deloss | Deloss Thompson | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Tiber Valley Coal Co. (H. H. Bitner) | Tiber Valley | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Traynor, Joe | Joe Traynor | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Triple "S" Mines, Inc. (David E. Rowland) | Triple "S" | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| United Electric Coal Corp | Buckheart | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | | | 175 |
| United Electric Coal Corp | Cuba | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | | | 175 |
| Von Ach, August | | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Walton & Mendenhall (E. Walton) | | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Westerby Brothers | Westerby | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Western Coal Co | Western | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Williams & Sons, Fred F | Fred Williams | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Truax-Traer Coal Co | Flatt | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | | | 175 |
| Truax-Traer Coal Co | St. David | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | | | 175 |
| Wrestler, Elize | Huff | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Yocum & Sons, Jerry | Jerry Yocum | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Zaborac, Albert & Bartol Zaborac | Zaborac Bros | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Zaborac, Stanley | Country Wide | | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| *Logan County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Deer Creek Coal Co. (Steve Bennis) | Deer Creek | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| *Peoria County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A & T Coal Co | A. & T | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Angle, Edgar C. (Maple Ridge C. C.) | Maple Ridge | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Angle, Ronald (Maple Ridge C. C.) | Maple Ridge | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Becker, Harry | Becker | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Big 4 Coal Co. (John Hicks) | Big 4 | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Big Hollow Coal Co. (John Joss) | Big Hollow | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Black Jewel Coal Co | Black Jewel | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Blender Mining Co. (Wm. Blender) | Domino | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Bondi & Vacca Coal Co. (Frank Bondi) | Bondi & Vacca | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Brady & White Coal Co | Brady & White | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |
| Calhoun Coal Co | Evans Mill | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | | | | | | | | | | | | | | |

*Prices in Cents per Ton for Shipment Into All Market Areas—For Truck Shipment Only*—Continued

SECTION NO. 4—Continued

| Code member index and name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| Collins Brothers | Shamrock Coal | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Crescent Mining Co | LaMarsh #1 | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 175 |
| Crescent Mining Co | LaMarsh #6 | ---- | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 175 |
| Cupi, Sam | Cupi | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Cusack, Raymond (Cusack Coal Co.) | Fairmount | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Cusack, Walter (West Point C. C.) | West Point | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Dawson, Lawrence | Nixon Run | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Dodd, John | Hilltop | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Dry Run Coal Co | Dry Run | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Frasca, John (John Frasca Coal Co.) | John Frasca | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| French, Forest | French's Coal | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Glasford Coal Co | Glasford | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Gruber, Gruber & Henry | Gruber Bros | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hannigan Coal Co. (H. Hannigan) | Hannigan | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hoffman Coal Co. (Peter D. Hoffman) | Hoffman | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hoffman, Peter D | Kickapoo Valley C. C | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hunt, Thomas Sr | Hunt | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Johnson & Largent | Johnson & Largent | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Junker, William C | Junker | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Keefer, Glen (White Ash Coal Co.) | White Ash | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Kirkman, William | Kirkman | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Knaggs, Henry | Sunshine | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lea Bros. Coal Co | Lea Bros | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lightbody, Otto W | Lightbody | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lucky Strike Coal Mining Co | Lucky Strike | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Mapleton Coal & Mining Co | Mapleton | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Marteness Mining Co. (E. Marteness) | Marteness Mng. Co | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| McDaniel, T. T. (New Deal Coal Co.) | New Deal Coal | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Middle Road Coal Co | Middle Road | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Miller, George W | Beverly Hills | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Mohn & Callear Coal Co | Blue Bell | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Mohn & Son, Edward | Mohn | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| P & H Coal Co. (Elijah Howe) | P & H | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pankey, Clarence E | Whip-Poor-Will | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pankey, J. H | Whip-Poor-Will | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Patton Coal Co. (Lee Patton) | Patton | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Price, Frank | Frank Price | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Price, John | Jay Bird | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Reed City Co-op. Coal Co | Reed City Co-op | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Renaldo Matthew Mining Co | Renaldo-Matthew | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Roberts Coal Co | Robert's | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Rowcliffe, James H | Rowcliffe | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Rudloff Brothers | Big Bear | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Schmidt, Henry F | Henry Schmidt | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Seghi Brothers | Sunnyside | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Snider Coal Co. (Fred Snider) | Snider Coal | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 135 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Spring Hill Coal Co. (W. Cheesman & R. Kendall) | Spring Hill | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Stear, James Lester | Stear | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Stenstrom Coal Co., E. H | Stenstrom | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Stever Coal Co. (David E. Kienbusch) | Stever | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Superior Mining Co. (Andrew Sepesi) | Superior | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Swords & Sons, George | G. Swords & Sons | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Treasure Coal Co | Treasure Coal | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Turner & Son | Turner | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Vicary Bros | Vicary | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Walck & Son, Peter | Walck & Son | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Zahner, Theodore | Pleasant Hill | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Tazewell County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lake Erie Mining Co | Lake Erie | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 175 |
| Lakeside Coal Co | Lakeside | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Manhattan Coal & Mng. Co. (Thos. W. Thompson). | Manhattan | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pekin Mining Co. (Fred Schaefer, Jr.) | Pekin | 5 | 255 | 250 | 245 | 235 | 230 | 225 | 175 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

*Prices in Cents per Ton for Shipment Into All Market Areas—For Truck Shipment Only*—Continued

SECTION NO. 5

| Code member index and name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| *Adams County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hollembeak Coal Co. | Hollembeak C. C. | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Western Illinois Mining Corp. | West. Illinois | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Brown County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clingler, John M. | Clingler | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Cruser, A. L. | Cruser | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Keltz & Rang | Keltz & Rang | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pearidge Mining Co. (Milton E. Howk) | Pearidge | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pruden, Charles | ---- | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Salisbury, Walter | Walker | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Williams & Terrell | Williams-Terrell | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Cass County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brandis & Sons (Newmanville Coal Co.) | Newmanville | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Morey, Thomas (Thievaght Coal Co.) | Thievaght | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Roloff, Fred | Roloff | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Greene County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Adkins, James T. | Adkins | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Allen, W. H. | W. H. Allen | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Armstrong, Ben | ---- | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Cummins & Sons | Cummins & Sons | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Elliott, Harry | Elliott | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Ferguson, O. L. | Ferguson | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Goebelt, J. M. | Community Coal | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Harbaugh, Hector | Harbaugh | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hopper, Frank & Jesse L. | Hopper's Mine | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hopper, Theodore | Theodore Hopper | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Schofield, Everett | Schofield | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Simmons & Simmons | Simmons & Simmons | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Smith, Willis | Mehroff | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Steckel, Frederick H. | Steckel | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Walker, O. S. | Walker | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Warrell, George M. | No. 1 | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Whitehead, Ralph | Whitehead | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Jersey County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Longfellow, George W. | Old Huebener | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Yost, Kruse & Co. (John Kruse) | Brighton No. 1 | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Hancock County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Babb, Forrest | Forest Babb | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hiland, Eddie | Paradise | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Martin, Audra | Audra Martin | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Macoupin County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bauser Coal Mine | Bauser | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Challacombe, Walden & Walden | Rand's | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Consolidated Coal Co., The | No. 7 | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Consolidated Coal Co., The | No. 15 | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Gillespie Coal Co. | Gillespie | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Lincoln Liquidating Corp. | Virden | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Mt. Olive Coal Co. | Hoosier | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Moore, Roscoe | Moore | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Poli, Mrs. Isabelle (Chesterfield Coal Co.) | ---- | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Superior Coal Co. | No. 1 | ---- | 265 | 260 | 255 | 245 | 210 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Superior Coal Co. | No. 2 | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Superior Coal Co. | No. 3 | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Superior Coal Co. | No. 4 | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| South Mine Company | South Mine | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Whitehead, John | Dams | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

## *Prices in Cents per Ton for Shipment Into All Market Areas—For Truck Shipment Only*—Continued

SECTION NO. 5—Continued

| Code member index and name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| *McDonough County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bexson Coal Co | Bexson | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Booth & Kipling Coal Co | Booth & Kipling | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Bunt & Son, Earl | Bunt | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Featherlin, John | Featherlin | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Fox, Frank | Fox | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Fuller & Wagle Coal Co | Fuller & Wagle | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Henley & Son, M. L | Henley & Son | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hocker, Leland | Leland Hocker | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hocker & Co., Thomas | Thomas Hocker | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| McGrann, J. C | McGrann | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Miller, Elmer W | ---- | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Nelson & Co., O | O. Nelson | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Porter, Fenton & McCoughly | P. F. & M | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Stone Brothers | Stone Bros | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Stoneking, Earnest C | Same | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Stoneking, Olaf | Olaf Stoneking | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Swanson, Sture E | Swanson | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Teel, George E | Teel | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Vincent, William | Vincent | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Wayland & Co | Wayland | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Whalen & Flack | Whalen & Flack | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Willey, Link | Link Willey | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Willey, Eli | Eli Willey | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Pike County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brown, W. V | Turkey Hill | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Schuyler County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baxter, W. B | Baxter | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Beebe & Wallace | Beebe & Wallace | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Bell, F. P | F. P. Bell | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Big Four Coal Co | Big Four | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Bowman, Homer E | ---- | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Bucher, E. G | Little Dog | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Buss, Dean (Buss Coal Co.) | Buss | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Carr Coal Co | ---- | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Cleavinger, Roosevelt | Cleavinger | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Cunningham, Raymond | ---- | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Derry, Ivan | Ivan Derry | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Eddington, O. F | ---- | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Gorsuch, Otis | Gorsuch | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Grimm, Edward | Edward Grimm | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Helm, Ottie | Maguire | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Henricks, F. E | Hendricks | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hines, Clyde | Hines | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Johnson & Reeves | Same | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Jones, John W., Jr | Jones | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Kellum, Ernest | Ernest Kellum | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Kindhart, Harry C | Same | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lindsey, William | Maguire | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| McCormick & Sons, A. H | McCormick | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Monarch Coal Co | Monarch | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Newell & Crane | Newell & Crane | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Payne, Leo | ---- | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Peterson, Benjamin F | Peterson | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Phillips Brothers | Phillips | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Phillips & Rebman | Same | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Reeder Brothers | Reeder | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Rinning & Son | Rinning | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Root Brothers | Root Bros | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Shanks, Archie | Shanks Coal Co | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Stoneking & Rebman | Same | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 165 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Skiles, Homer | Homer Skiles | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Stroup, James | Stroup | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Thompson & Sons | Thompson | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Tomlinson, C. A | Tomlinson | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Wheelhouse Coal Co | Wheelhouse | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Wilson, John A | ---- | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

*Prices in Cents per Ton for Shipment Into All Market Areas—For Truck Shipment Only*—Continued

SECTION NO. 5—Continued

| Code member index and name | Mine | Seam | Prices and size group Nos. 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Scott County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grey, Earl | Grey's | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hepworth, Josh | Hepworth | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hosking Brothers | Hosking Bros | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Watt, W. G. (Alsey Strip Mine) | Alsey Strip | 2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

SECTION NO. 6

| Code member index and name | Mine | Seam | Prices and size group Nos. 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Christian County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Edinburg Coal Co | Same | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pana Coal Co | No. 1 | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Peabody Coal Co | Carter Process | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Peabody Coal Co | No. 7 Hawthorn | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Peabody Coal Co | No. 8 Hawthorn | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Peabody Coal Co | No. 9 Hawthorn | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Peabody Coal Co | No. 58 Hawthorn | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Penwell Coal Mining Co | Penwell | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| *Macon County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Macon County Coal Co | Macon | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| *Menard County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Crawford, Charles B. and Henry C | Perkens | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Greenview Mining Co | Greenview | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Indian Creek Coal Co. (W. F. Sewell) | Indian Creek | ------ | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Johnson Valley Coal Co | Johnson Valley | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lincoln Coal Mine (Emil Maras) | Lincoln | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Mallergren, John W | Black Diamond | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Old Salem Coal Co | Old Salem | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Perkins Coal Co. (Harry A. Perkins) | Perkins | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pleasant Hill Coal Co. (A. R. Knodel) | Pleasant Hill | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Whitehurst, Charles | Lloyd | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Montgomery County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hillsboro Mining Co | Hillsboro | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Indiana & Illinois Coal Corp | No. 10 Nokomis | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Nokomis Coal Company | Reliance | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| *Morgan County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fisher, W. C. (Fisher Coal Co) | Fisher | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Wagstaff & Smith | Same | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Sangamon County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Barr Coal Co | Barr | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Bethel Coal Co | Bethel | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Brewerton Company, The | Jefferson | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Cantrell Coal Co | Cantrell | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Central Illinois Coal Mng. Co | "A" | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Cosmo Coal Corp | Reynolds | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Denkert Coal Co | Denkert | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Eddy, Bryan | Fisher | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Enders, Tony (Lincoln Trail Coal Co.) | Lincoln Trail | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Farmingdale Coal Co. (Aldace Young) | Same | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Happy Hollow Coal Co. (Frank L. Miller) | Same | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Howard Coal Co. (Frank Howard) | Howard | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Mine "B" Coal Co | "B" | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Number Twelve Coal Co | Number Twelve | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Panther Creek Mines, Inc | No. 2 | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Panther Creek Mines, Inc | No. 4 West End | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Panther Creek Mines, Inc | No. 5 New North | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Peabody Coal Co | No. 53 Woodside | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Peabody Coal Co | No. 57 Capitol | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Peabody Coal Co | No. 59 Peerless | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Plains Mining Co | Plains | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Smith, George E | Same | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Springfield & Salisbury C. Co | Same | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Wanless Coal Co. (Edgar Wanless) | Wanless | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Wenneborg Coal Co | Wenneborg | 5 | 290 | 285 | 280 | 270 | 265 | 200 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

## *Prices in Cents per Ton for Shipment Into All Market Areas—For Truck Shipment Only*—Continued

SECTION NO. 6—Continued

| Code member index and name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| *Shelby County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cox & Weakly | No. 1 and No. 2 | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Cruit, James | Cruit | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Gallagher, Ralph | Gallagher | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Kingston, Ray | Kingston | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Nees, Homer | Nees | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Nees, Homer and Clyde Bly | Nees & Bly | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Miller & Brown (Roy Brown) | Same | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Root, J. G | Mochel | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Smith & Smith (Clifford Smith) | Smith | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Stretch B. F | Stretch | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Tallman, Arch | Same | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

SECTION NO. 7

| Code member index and name | Mine | Seam | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Crawford County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Blair, Ray | Riverside No. 2 | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Edgar County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Edgar County Coal Co | Edgar County | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Greenwalt Coal Co | Greenwalt | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Martin Coal Co | Martin | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Jasper County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brown, Andrew | Brown | 5 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Vermilion County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. D. L. Coal Co | A. D. L | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Anderson Coal Co. (Alex Anderson) | Anderson | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| B. & B. Coal Co. (Fay Bales) | B. & B | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| B. & W. Coal Mine (Harry E. Wilson) | B. & W | ---- | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Bales, Perry (M. & P. Mine) | M. & P | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Black Hawk Coal Co. (Louis Duquesnoy) | Black Hawk | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Blue Bird No. 3 (Steve & Frank Sporcich) | Blue Bird No. 3 | ---- | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Blue, Dale | | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Bock Coal Co. (Louis F. Bock) | Bock | ---- | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Burgoyne Coal Co., Glen | Glen Burgoyne | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Catlin Coal Co. (V. E. Hires) | Catlin | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Central Coal Co. (Joseph H. Mauck) | Central | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Cessna, Perry | | ---- | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Cline, Russell & Walter (Russell Cline) | Cline Bros | ---- | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Collins Coal Co (Noble Collins) | | ---- | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Crawford Coal Co | Crawford | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Dedryvere Coal Co., Jules | Dedryvere | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Deep Valley Coal Co | Deep Valley | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Depratt, Emile | | ---- | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Diamond Coal Co. (Clint A. Larson) | Diamond | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Dragon Coal Co., The | Dragon | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| F. B. & M. Coal Co | F. B. & M | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Farnum Coal Co. Mine | Farnum | ---- | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| George Bros. Coal Co | George | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Gibson Coal Co., John | Gibson | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Harper Coal Co | Harper | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hunt & Son Coal Co. (Alfred Hunt) | Bert Hunt | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Jamison, Doswell | Thompson Hollow No. 1 | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Jonosik Coal Co., Steve | | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Johnson, Coal Co., Andy (G. Taylor) | | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Johnson, J. M | J. M. Johnson | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Jones & Truax (B. Jones) | Jones & Truax | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Kedas Coal Co., Alex | Alex Kedas | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| King, Homer (King Coal Co.) | King | ---- | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| L. & S. Coal Co. (Henry E. Lacey) | L & S | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Larrew, Bert | | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Larson Coal Co., Chester W | Chester Larson | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Larson & Sons, John | John Larson | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lete & Sons Coal Co | Lete & Sons | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lind Coal Co | Lind | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lomax, Ralph R | North Catlin C. C | ---- | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lone Hill Coal Co | Lone Hill | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lovett & Sons, Ed | Ed. Lovett | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| M & M Coal Co. (Everett Meeker) | M & M | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| McArdle, Theresa | Pearson No. 2 | ---- | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Markunas, Peter | Markunas | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

*Prices in Cents per Ton for Shipment Into All Market Areas—For Truck Shipment Only*—Continued

SECTION NO. 7—Continued

| Code member index and name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| Mauck & Sons | Mauck & Sons | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Miles Coal Co. (Leslie L. Miles & Walter McClure) | Miles | ------ | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Morgan Coal Co., F. C | Old Vermill on | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| N & H Coal Co. (Alfred Nelson) | N & H Coal Co | ------ | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Nixon, D. E | Nixon | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Oakwood Coal Co | Oakwood | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Peabody Coal Co | No. 24 Westville | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 120 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Pichon Coal Co., Joseph | Pichon | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pierce Coal Co., T. W | Pierce | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Povelones, Kastutis | Povelones Coal Co | ------ | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Quality Coal Co | Quality | 1 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Ramsey & Bracewell (Marion Ramsey) | ------ | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Riggles & Hilton (Orville Riggles) | R & H | ------ | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Riverside Coal Co | Riverside | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Roberts, William | ------ | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Ryan & Jones Coal Co. (D. W. Jones) | ------ | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Salt Fork Coal Co. (George Moore) | Salt Fork | ------ | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Schafer Bros. Coal Co | Schafer | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Sheppard, Wm. C | Sheppard | ------ | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Sheward Coal Co., J. P | Sheward | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Shroyer Coal Co | Shroyer | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Shuman Coal Co. (Wilbur Shuman) | ------ | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Skelton Coal Co., J. G | Skelton | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Smith, Roy R. (M & B Coal Co.) | M & B | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Tilton Mining Co | Tilton | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| United States Fuel Co | Bun | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| W. B. Coal Co. (Alva Worley) | W. B | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| W. W. Coal Co. (Walter Mauck) | W. W | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Weir, William A | ------ | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Wilson & McFarland Coal Co. (Nelson McFarland) | Wilson & McFarland | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Worley, Alva | Worley | 7 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Brown, W. V | Brier Hill | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Elkins, H. A | Hillcrest | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Elkins, H. A | Sunshine | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Goodman, Fred (White City Coal Co.) | White City | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Reel & Wilkinson | Friendsville | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Wilkinson, Erwin | Maud Station | 6 | 290 | 285 | 280 | 270 | 265 | 260 | 255 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| SECTION NO. 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *Madison County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Aulich, Joe, Sr | ------ | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Burn-Well Coal Co | ------ | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Bunker Hill Coal & Mining Co | Bunker Hill | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Chicopee Coal Co | Troy | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Coalfax Mine (John J. Aljets) | Coalfax | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Collinsville Coal Corp | Collinsville | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| East Side Coal Co. (Emil Michaleck) | East Side | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Glen Carbon Coal Co | Glen Carbon | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Goacher, Everett | ------ | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hillside Coal Co. (Peter Sabeckiz) | Hillside | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Huston, Ira (Seven Hills Coal Co.) | Seven Hills | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Klondike Coal Co | Klondike | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Livingston-Mt. Olive Coal Co | No. 1 Livingston | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Lumaghi Coal Co | No. 2 Cantine | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Lumaghi Coal Co | No. 3 Cantine | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Moro Coal Co. (Wm. H. Wilkening) | Moro | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Mt. Olive & Staunton Coal Co | No. 2 | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Madison County Coal & Mining Co | Thermal | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Prairietown Coal Co | ------ | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Rink Brothers Coal Co | Rink | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Schoenewels, Paul | Hillside Coal Co | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Sugar Loaf Coal Corp | Sugar Loaf | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Sunrise Coal Co | Sunrise | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Sunset Hill Coal Co | Sunset Hill | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Truck Trade Coal Co | Truck Trade | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Monroe County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Puckett, William | C & W | ------ | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

*Prices in Cents per Ton for Shipment Into All Market Areas—For Truck Shipment Only*—Continued

SECTION NO. 8—Continued

| Code member index and name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| *St. Clair County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A B & H Coal Co. | A B & H | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Bell Heat Coal & Mining Co. | Bell Heat | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Crown Coal Coll. | Crown | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Dewey Coal & Mining Co. | Same | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Devil's Hole Mining Co. | Devil's Hole | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| East Side Coal Co. (Edw. Martin) | East Side | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Edgemont Coal Co. | Edgemont | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Freeburg Coal Co. | Freeburg | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Fullerton Coal Co. | Burdette | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| G. E. Coal Co. | G. E. | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Gill Coal Corp. | Lyle | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Grossman, Wilbert | Grossman | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Golden Rule Coal Co. (Lenzburg) | Golden Rule | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Groom Coal Co. | Richland | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Guest Coal Co. | Oak Hill | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Gundlach Coal Co. | Gundlach | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Hill Coal Co. (Sam Hill) | Hill | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lenzburg Coal Co. | Lenzburg | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Lill Coal Co. | Lill | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Luster & Son, C. R. | Luster | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Marissa Coal Co. | O. K. | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Mascoutah Coal Mining Co. | Mascoutah | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Midway Coal Co. | Midway | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Midwest Smokeless Fuel Corp. | Same | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Morgan Coal Co., F. C. | Morgan | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Mulberry Hill Coal Co. | Mulberry Hill | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Neuwirth Coal Co. (Erwin Jung) | Neuwirth | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| New Athens Coal & Mining Co. | New Athens | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| New National Coal & Mining Co. | New National | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| New Royal Coal Co. (Chas. Pollch) | New Royal | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| New St. Clair Coal Co. | New St. Clair | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pep Coal Co. | Pep | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Perry Coal Co. | Carbon | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Perry Coal Co. | St. Ellen | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Prairie Coal Co. | Prairie | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Purity Coal Co. (Anthony Butts) | Purity | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Reinheimer Slope Mine (Aug. C. Stahlheber) | Reinheimer Slope | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| St. Louis & O'Fallon Coal Co. | No. 2 Black Eagle | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Service Coal & Mining Co. | Service | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Southern Coal, Coke & Mining Co. | No. 1 Avery | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Southern Coal, Coke & Mining Co. | No. 6 Muron | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Southern Coal, Coke & Mining Co. | No. 7 Little Oak | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Southern Coal, Coke & Mining Co. | No. 8 Shiloh | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Schubert Coal Co. | Schubert | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Sporleder, Emil | | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Stiehl, C. G. (Belle Valley Coal Co) | Bell Valley | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Sugar Creek Coal Corp. | Sugar Creek | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Summit Coal & Mining Co. | Summit | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Quality Coal & Mining Co. | Quality | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Tannenbaum, Wm. | Turkey Hill | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Tower Grove Coal Co. | Tower Grove | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| United Electric Coal Companies | Red Ray | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Vinegar Hill Coal Co. | Vinegar Hill | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| West Side Coal Co. (G. C. Brown) | West Side | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| West Side Co-Operative Coal Co. (Wm. T. Hampton) | West Side | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| White Coal Co. | White | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| White Rose Coal Co. of Belleville | White Rose | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Wildwood Coal Co. | Wildwood | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Woodland Coal Co. (Chas. Davis) | Woodland | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Ziska, Fred | | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

SECTION NO. 9

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Bond County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois Pocahontas Coal Co. | Pocahontas | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |

*Prices in Cents per Ton for Shipment Into All Market Areas—For Truck Shipment Only*—Continued

SECTION NO. 9—Continued

| Code member index and name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| *Clinton County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Beckemeyer Coal Co. | Beckemeyer | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Citizens Coal Co. | East Mine | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Southern Coal Coke & Mining Co. | No. 9 New Boden | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| *Jackson County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Best Coal Co., The (T. D. Sager) | The Best | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Birkner, E. H. | Birkner | 1&2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Blair Big Muddy Coal Co. | Blair No. 3 | 1&2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Cotton, Fred (M & E Coal Mine) | M & E | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Craig, Homer | Craig Coal Co. | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| East Side Coal Co. | East Side | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Elkville Coal Co. | Elkville | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Johns, B. R. (Atlas Coal Co.) | Atlas | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| K. W. S. Coal Mine | K. W. S. | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Martin, Guy S. | Desoto | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| McDonald, Louis L. | East Side | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Monarch Coal Co. (W. R. Monroe) | Monarch | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Morgan, Jess | Morgan | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Moss, O. R. | | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Patrick-McCormick Coal Co. | Patrick-McCormick | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Phillips, Thos. G. | Phillips Coal Co. | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Replogle & Son | Replogle | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Swofford, J. C. | No. 1 or "A" | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Swofford Coal Co. (J. C. Swofford) | No. 2 or "B" | 5 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Templeton Coal Co. | Templeton | 1&2 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Truax-Traer Coal Co. | Forsyth No. 1 | 6 | 280 | 275 | 270 | 260 | 255 | 245 | 185 | 190 | 165 | 165 | 165 | 165 | 150 | 140 | 80 | 30 | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 160 | 150 | 160 | ---- | 195 |
| Union Colliery Co. | Kathleen | 6 | 300 | 300 | 300 | 290 | 280 | 270 | 200 | 210 | 170 | 170 | 170 | 170 | 150 | 140 | 90 | 50 | 190 | 190 | 190 | 190 | 180 | 175 | 165 | 135 | 160 | 150 | 160 | ---- | 220 |
| *Jefferson County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Consolidated Coal Co., The | Jeff. Co. Mine No. 20 | 6 | 265 | 265 | 265 | 255 | 245 | 235 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| Cole, Walter | | ---- | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hamson, Ed | Merrell Farm | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Shelton, J. M. | ---- | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Marion County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Marion County Coal Co. | Glenridge | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| McCluskie, Alex | McCluskie | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Odin Coal Co. | Odin | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Perry County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Andrews, George | Andrews | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Bailey Brothers Coal Co. | Diamond | 6 | 280 | 275 | 270 | 260 | 255 | 245 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 195 |
| Beaucoup Coal Co. | No. 6 | 6 | 280 | 275 | 270 | 260 | 255 | 245 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 195 |
| Bolinski Coal Co. | Bolinski | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Burnett, Roy M. | Burnett No. 2 | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| C & R Coal Co. (Carter & Rednour) | C & R | 5 | 280 | 275 | 270 | 260 | 255 | 245 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 195 |
| Conant Coal Co. | Conant | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Coulterville Coal Co. | Perco | 6 | 280 | 275 | 270 | 260 | 255 | 245 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 195 |
| Cutler Coal Co., Inc. | New Wilson | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Edgar Coal Co. (Wm. T. Edgar) | Little Muddy | 6 | 280 | 275 | 270 | 260 | 255 | 245 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 195 |
| Elm Grove Coal Co. | Elm Grove | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Energy Coal & Supply Co. | Black Bear | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Higgerson Brothers Coal Mine | Higgerson | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Home Coal Co. | Victory | 6 | 280 | 275 | 270 | 260 | 255 | 245 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 195 |
| Howell Coal Co., T. J. | New Moon | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| K & E Coal Co. | Little Muddy | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 133 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lambert, Marvin J. | Little White Ash C. C. | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| New Galum Coal Corp. | New Galum | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 125 | ---- | ---- | 185 |
| Number 5 Pinckneyville Coal Mining Company | No. 5 | 6 | 280 | 275 | 270 | 260 | 255 | 245 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 195 |
| Paradise Coal Co. (Harley Lemmon) | Paradise | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Peabody Coal Co. | No. 14 Majestic | 6 | 305 | 305 | 305 | 295 | 285 | 275 | 200 | 215 | 195 | 195 | 195 | 195 | 170 | 160 | 110 | 60 | 205 | 205 | 205 | 205 | 190 | 190 | 180 | 160 | 180 | 170 | ---- | ---- | 225 |
| Perfection Coal Co. | Perfection | 6 | ---- | ---- | ---- | ---- | ---- | ---- | 200 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Presswood Coal Co., H. E. | Presswood Coal Co. | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pyramid Coal Corp. | Pyramid | 6 | 280 | 275 | 270 | 260 | 255 | 245 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 165 | 165 | 165 | 165 | 175 | 175 | 165 | 135 | 145 | 135 | ---- | ---- | 195 |
| Ritter, Leo J. | Red Fox | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Square Deal Coal Co. | Semman | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Southwestern Illinois Coal Corp. | Streamline | 6 | 280 | 275 | 270 | 260 | 255 | 245 | 185 | 190 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 145 | 135 | ---- | ---- | 195 |
| United Electric Coal Companies | Fidelity | 6 | 280 | 275 | 270 | 260 | 255 | 245 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 185 | 185 | 185 | 185 | 175 | 175 | 165 | 135 | 145 | 135 | ---- | ---- | 195 |

*Prices in Cents per Ton for Shipment Into All Market Areas—For Truck Shipment Only*—Continued

SECTION NO. 9—Continued

| Code member index and name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| Wills, Fred H | Wills | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Venedy Coal Co | Venedy | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Randolph County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baldwin Coal Co | Baldwin | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Beveridge Coal Co | No. 2 | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Blair Coal Co | Blair | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Bradbury, H. W | Ill-Mo | 6 | 280 | 275 | 270 | 260 | 255 | 245 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 195 |
| Crain Coal Co | Crain | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Home Fire Coal Co. (Maurice Beard) | Home Fire | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Jones Bros. Coal & Mining Co | Eureka No. 2 | 6 | 280 | 275 | 270 | 260 | 255 | 245 | 185 | 190 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 195 |
| Lemon & McKelvey Coal Co | Same | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Moffat Coal Co | Moffat | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| Schuline Coal Co. (Geo. E. Adamson) | ---- | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| St. Louis Coal Co | Florida | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | 175 | 175 | 175 | 175 | 165 | 165 | 155 | 125 | 145 | 135 | ---- | ---- | 185 |
| *Washington County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bois Coal Co | Boise | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Centralia Coal Co | Centralia No. 5 | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 145 | 135 | ---- | ---- | 185 |
| Clarkson Coal & Mining Co | Clarkson | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Darmstadt Coal Co | Same | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Vendy Coal Co | Same | 6 | 265 | 260 | 255 | 245 | 240 | 235 | 180 | 175 | 165 | 165 | 165 | 165 | 135 | 125 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

SECTION NO. 10

| Code member index and name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| *Franklin County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bell & Zoller Coal & Mng. Co | Zeigler No. 1 | 6 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| Bell & Zoller Coal & Mng. Co | Zeigler No. 2 | 6 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| Chicago, Wilmington & Franklin Coal Co | Orient No. 1 | 6 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| Chicago, Wilmington & Franklin Coal Co | New Orient | 6 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| Franklin County Coal Corp | Energy No. 5 | 6 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| Franklin County Coal Corp | Royalton No. 7 | 6 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| Old Ben Coal Corp | No. 8 | 6 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| Old Ben Coal Corp | No. 11 | 6 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| Old Ben Coal Corp | No. 14 | 6 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| Old Ben Coal Corp | No. 15 | 6 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| Peabody Coal Co | No. 18 Black Arrow | 6 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| Valier Coal Co | No. 1 | 6 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| *Gallatin County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashford, Arlie & Guy Baggett | A. & B | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Baldwin, Billy | Lone Star | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Black, Samuel J | Sam Black | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Colbert, Thornton | ---- | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Dickson, W. B | Frank Green | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Herrin, W. H | Cedar Hill C. Co | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Logan Highway Coal Co | Logan Highway | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| McCluskey & Barnett Coal Co. (Clyde McCluskey). | ---- | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Mid-City Coal Co | #1 | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Moore, Clifford & Bernard Miles | R. A. Black | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Payne & Son Coal Co., Robert | Payne | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pekin Coal Co | Pekin | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Scott, Edgar | Same | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Yates, Harry | Yates | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Johnson County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Treece & Son, Charles | Treece | 3 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Pope County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sistler & Son, Sam | No. 1 | 3 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

*Prices in Cents per Ton for Shipment Into All Market Areas—For Truck Shipment Only*—Continued

SECTION NO. 10—Continued

| Code member index and name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| *Saline County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Blue Bird Coal Co | Blue Bird No. 5 | 5 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| Blue Blaze Coal Co. (W. K. Miller & Ed. Flannel) | Blue Blaze | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Carrier Mills Coal Co | Carrier Mills | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Clark, James W | Same | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Conger & McDonnal (M. T. Conger) | | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Gobin & Sons, William | Gobin | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Griffith, H. L | Sumerset Coal Mines | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Heato Coal Co | Heato | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Jones & Gill (Lee Jones) | Rocky Branch | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Kelly, Jack | | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Lone Star Coal Co | Lone Star | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| McNew & Son, C. C | McNew | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Miles & Smith (A. A. Miles) | Bert Ward | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Moore Coal Co. (Silas Moore) | Moore No. 3 | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Moore Coal Co. (Silas Moore) | Moore No. 4 | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Peabody Coal Co | No. 43 Premium | 5 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| Peabody Coal Co | No. 47 Harco | 5 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| Penrod, John (Gulley & Penrod) | Norman | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pickford Coal Co., John J | Pickford | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Randall, Don | Randall | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Raulston, J. F | Cottage Grove | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Rex coal Co | Rex | 5 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| Sahara Coal Co | Bankston Crk. No. 6 | 6 | 275 | 275 | 275 | 265 | 260 | 250 | 185 | 195 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 190 | 190 | 190 | 180 | 180 | 170 | 150 | ---- | ---- | ---- | ---- | 200 |
| Sahara Coal Co | No. 1 | 5 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| Sahara Coal Co | No. 3 | 5 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| Sahara Coal Co | No. 5 | 5 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| Sahara Coal Co | No. 10 | 5 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| Sahara Coal Co | No. 12 | 5 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| Stunson, Jess F | Scroggins | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Sutton, C. A | Conway | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Vanmeeter, Willard | Liberty | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Vaughn Bros. Coal Co. (W. L. Vaughn) | Pagsdale | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Wasson Coal Co | No. 1 | 5 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| Wasson Coal Co | "A" | 5 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| White Star Coal Mine (L. C. Wiedemann) | White Star | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| *Williamson County* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Angel & Fry | Cedar Hill | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Atwood, Roy | Atwood | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| B. & L. Coal Co | B. & L | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Beltz, Elwin | Beltz No. 2 | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Bradley, Jack | Quality Coal Co | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Brayfield Coal Co | Brayfield | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Brown, David | Blue Ribbon No. 2 | ---- | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Brown & Roberts Coal Co | B. & R | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Bruce Coal Co., Charles J | Bruce | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Cambria Coal Co | Cambria | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Carter, L. D | Carter's | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Carterville Mng. & Eng. Co | Normandie | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Chamness, Clyde | Blue Ribbon | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Chancy Coal Co | Chancy | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Cherry Hill Coal Co | Cherry Hill | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Consolidated Coal Co., The | Buckhorn | 6 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| Consolidated Coal Co., The | New Monarch | 6 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| Corder Coal Mine, Vallie | Vallie Corder | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Crab Orchard Coal Co | Smith | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Delta Coal Mining Co | Delta | 5 | 290 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | 215 | 215 | 215 | 215 | 200 | 200 | 190 | 170 | 190 | 180 | 190 | 155 | 235 |
| Diamond Coal Co. (Augustine Coloni, Prop.) | No. 2 | 6 | 305 | 305 | 305 | 295 | 285 | 275 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 160 | 150 | ---- | ---- | 225 |
| Diamond Star Coal Co. (Loren Scott) | Diamond Star | ---- | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Egypt Coal Co. (R. P. Stubblefield) | Egypt | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Equator Coal Co. (John Fitzgerald) | Equator | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Equator Coal Co. (C. B. Rhea) | Equator | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Farris, Sam (Herrin Coal Co.) | Herrin Coal Co | ---- | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Forsyth Carterville Coal Co | Forsyth | 6 | 305 | 305 | 305 | 295 | 285 | 275 | 200 | 215 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 160 | 150 | ---- | ---- | 225 |
| Franco Mining Corp | No. 1 | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Freeman Coal Mng. Co | Freeman | 6 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| Gabriel Coal Co. (L. R. Gabriel) | Gabriel | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Green Valley Coal Co. (Cleve McNail) | Green Valley | ---- | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hagan & Bagget (Charles Hagan) | Rock Creek | ---- | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hausman & Lauder | Red Devil | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Helm, R. E | Helm No. 3 | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

### *Prices in Cents per Ton for Shipment Into All Market Areas—For Truck Shipment Only*—Continued

SECTION NO. 10—Continued

| Code member index and name | Mine | Seam | Prices and size group Nos. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 34 |
| Hickey Coal Co. | Hickey | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Hill Coal Co. (J. W. Hill) | Hill Coal | ---- | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Howerton, James O. (Howerton Coal Co) | Howerton | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Johns Coal Co., W. H | Sunrise | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Marvel Coal Co. | Marvel | 6 | 275 | 275 | 275 | 265 | 260 | 250 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 160 | 150 | ---- | ---- | 200 |
| Matsinger & Harris | Same | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| McDonald, Kenneth | McDonald | ---- | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| McDonnel & Matthews Coal Co. | Same | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| McLaren Coal Co. | McLaren | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 160 | 150 | ---- | ---- | 190 |
| McNeill, Bart | McNeill Coal Co. | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Mitchell Coal Co. (Ed. Mitchell & H. Lantrip) | Mitchell | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Moore & Son Coal Co. | Moore | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Moren Coal Co. | Moren | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| New Black Diamond Coal Co. (Ed Gentry) | Black Diamond No. 4 | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| New Muddy Valley Coal Co. (Oral Emery) | No. 2 | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Ogmore Coal Co. (W. E. Elkins) | Ogmore | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Parker, Clyde (Black Star Mine) | Black Star | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pea Ridge Coal Co. (W. N. Tripp) | Pea Ridge | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Peerless Coal Co. | Peerless | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Phillips, Vaughn & Snyder (M. B. Snyder) | P. V. & S. | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Phillips & Yearack (Frank Yearack) | Egyption | ---- | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pinson, Sam & I. J. Rodden | Union | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Plumlee Coals, The (Arthur W. Plumlee) | Plumlee | ---- | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Pulley Coal Co., Guy | Pulley | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Rogers & Stover Coal Co. (C. M. Rogers) | R. & S. | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Rushing Coal Co. | Rushing | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Seymour Coal Mining Co. | Freeman Spur | 6 | 315 | 315 | 315 | 305 | 295 | 285 | 220 | 225 | 205 | 205 | 205 | 205 | 180 | 170 | 120 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 190 | 180 | 190 | 155 | 235 |
| Sims Coal Co. | Sims | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Singley Coal Co., A | Singley | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Sizemore, W. T | Sizemore | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Smith, John H | Dogwood Coal Co. | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Southern Jewel Coal Co. (H. L. Wilson) | Sou. Jewel No. 1 | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Spillertown Mining Co. | Spillertown | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Springhart Coal Co. | Springhart | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Steel Tipple Coal Co. (Claude Angel) | Steel Tipple | ---- | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Strobel, A. O | Strobel | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Stroud, W. N | Stroud | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Sunrise Coal Co. (W. H. Johns) | Sunrise No. 2 | ---- | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Sunny Brook Coal Co. | Sunny Brook | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Superior Coal Co. (Kenneth R. Ahsher) | Superior No. 1 | ---- | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Tanner & Ramsey (T. R. Tanner) | Black Diamond | ---- | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Thomas, John G | Thomas | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Tick Ridge Coal Co. | Rick Ridge | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Union Mining Co. | Union | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| W. H. B. Coal Co. | W. H. B. | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Wallace Coal Co. | Wallace | 6 | 275 | 275 | 275 | 265 | 260 | 250 | 185 | 190 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 160 | 150 | ---- | ---- | 200 |
| Walnut Valley Coal Co. (C. F. Fry) | Walnut Valley | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| White Heat Coal Co. | White Heat | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Wilkinson, B. A | Wilkinson | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Willow Spring Coal Co. | Willow Spring | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Wilson Coal Co., Bert | Wilson | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Wilson Coal Co., Jesse | No. 1 | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Wilson, Wayne | Wilson No. 3 | 5 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Young Brothers | Young's | 6 | 265 | 265 | 265 | 255 | 250 | 240 | 175 | 180 | 175 | 175 | 175 | 175 | 150 | 140 | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

*The schedules of proposed coordinated minimum prices for the following districts will appear in the issue of the Federal Register for Friday, July 14, 1939:*

*District No. 11 (all shipments except truck)*

*District No. 11 (truck shipments only)*

*District No. 12 (rail shipments only)*

*District No. 12 (truck shipments only)*

*The schedules of proposed coordinated minimum prices for the following districts will appear in the issue of the Federal Register for Saturday, July 15, 1939:*

*District No. 13 (all shipments except truck)*

*District No. 13 (truck shipments only)*

*District No. 13 (truck shipments only, Van Buren, Warren and McMinn Counties, Tenn.)*

*District No. 14*

*District No. 15 (all shipments except truck)*

*District No. 15 (truck shipments only)*

[F. R. Doc. 39-2454; Filed, July 10, 1939; 10:47 a. m.]

## DEPARTMENT OF AGRICULTURE.

### Farm Security Administration.

[F.S.A. Instruction 601.2]

### DELEGATIONS OF AUTHORITY BY THE ADMINISTRATOR

I. *Authorizations to regional directors.* In carrying out the provisions of Title I and the related provisions of Title IV of the Bankhead-Jones Farm Tenant Act within the United States, the authorities listed below are delegated (3-25-38) by the Administrator to regional directors, and other regional personnel as specified, to be exercised in accordance with the terms given herein. All such redelegations of authority, as are authorized herein, must be in writing, designating by name, title and address the delegatee and specifying the authority delegated. A copy of the delegation of authority shall be made available to the regional FC manager. (In the case of Region I these authorities are delegated to the RR Supervisor for Region I.)

A. The following authority may not be redelegated by the regional directors:

1. *Wage rates.* To prescribe wage rates to be paid for construction work by contract carried on with TP loan funds.

2. *Release of security.* To authorize the release from the terms of the mortgage, such security as is necessary to enable the borrower to sell a part of the land for right-of-way for a road, building sites for public purposes, public utility easements or other purposes, provided that such sales are either necessary or desirable to make the farm a more satisfactory family-size unit and to execute the instruments for such sales when such instruments are approved by the regional attorney and when the proceeds from the sales are used to protect the security of the Government.

3. *Utilization of resettlement lands.* (1) To execute deeds in the sale of these lands to applicants for TP loans after these lands have been approved by the Administrator for such sales. (2) To determine the selling price of the resettlement lands in accordance with the established standards: *Provided, however,* That no land can be so utilized unless the county committee certifies with respect thereto as under regular procedure.

4. *Execution of affidavits affecting recorded instruments.* To execute and record affidavits or agreements in connection with or affecting instruments of record, pursuant to the provisions of state statutes.

5. *Release of controlled funds.* To order any depository of TP funds held in the controlled bank account, to pay such funds upon written demand to the Government or to any person or persons designated by the regional director. This authority shall be exercised only after the approval of the regional attorney.

B. The following authority may be redelegated by regional directors to state RR directors:

1. *State committee meetings.* To call meetings of state Farm Security Advisory committees within their states.

C. The following authorities may be redelegated by the regional directors to assistant regional directors in charge of RR (or assistant regional directors in charge of RP where there is no assistant regional director in charge of RR) and chiefs and assistant chiefs of regional TP sections:

1. *Approval of loans.* To approve TP loans and supplementary TP loans by executing the necessary documents and amendments thereto and by approving the vouchers.

2. *Approval of titles.* To determine whether or not easements, leases and other outstanding reservations and exceptions to, and minor defects in, the title to lands to be acquired through TP loans will interfere with the purpose for which the land is to be acquired.

3. *Variable payments.* To determine annually the amount of payment each borrower is to make under the variable payment plan.

4. *Releases.* To give the consent of the Government to releasing from the terms of the TP mortgage, timber and naval stores for commercial harvesting, stone, gravel, coal and other minerals for commercial disposal, and land for oil leasing, provided that: (1) The timber and naval stores are harvested in accordance with the approved farm management practices. (2) The quarrying of stone, removing of gravel, mining of coal and other minerals, and the leasing of land for oil does not interfere with the agricultural use and value of the farm or, if the agricultural use or value is impaired, compensating payments will be made to the Government for such losses. (3) The proceeds of sales from any of these transactions are to be divided equitably between the Government and the borrower, the part paid to the Government being in addition to the annual amortization payment due on the farm.

5. *Removal of buildings.* To give the consent of the Government to the removal of buildings from TP farms.

6. *Contracts and plans.* To approve plans and construction contracts for major repairs and new construction.

7. *Construction performed with TP loan funds.* To specify the methods by which construction work is to be done provided, however, that nothing contained in this paragraph or in paragraph I C 6 above shall be construed to authorize any official of the FSA to vary or modify or approve the variance or modification of the wage rates prescribed by the regional director in accordance with paragraph I A 1 of this Instruction or to vary or modify or approve the variance or modification of any of the labor provisions of the approved form of construction contract.

D. The following authorities may be redelegated to state RR directors, state TP specialists, assistant state TP specialists, district RR supervisors and county RR supervisors, in addition to the persons indicated in paragraph I C:

1. *Physical examination.* To make all necessary arrangements with physicians to give health examinations to tentatively approved TP applicants.

2. *Variable payments.* To execute variable payment agreements.

3. *Construction performed with TP loan funds.* To authorize payments when the work is completed on a contract basis, provided that the final inspection report indicates that the work is satisfactory.

E. The following authority may be redelegated by the regional directors to any designee:

1. *Approval of depositories.* To approve the bank or other depository (which must be insured under the Federal Deposit Insurance Corporation) in which the proceeds of TP loans shall be deposited by the borrower.

F. The following authorities may be delegated to the district RR supervisors or county RR supervisors by the regional directors:

1. *Countersignatures.* To countersign all withdrawals of TP loan proceeds from the bank or other depository by the borrower and to perform all of the functions ascribed to countersigning officers.

II. *Authorization to regional directors, assistant regional directors, chiefs and assistant chiefs of regional TP sections, State RR directors, State TP specialists, assistant State TP specialists, and district or county RR supervisors:*

A. *County committee meetings.* To call meetings of county committees for the purpose of considering applications for TP loans and performing related work.

III. *Authorization to regional directors and regional office managers, the business manager or assistant business manager:*

A. *Letters of authorization.* To issue a Letter of Authorization to each county RR supervisor authorizing him to direct travel of county committeemen within and outside of the county for the purpose of attending meetings called by the persons mentioned in par. II.

IV. *Authorizations to directors of extension service in Puerto Rico and the territory of Hawaii:*

A. The Secretary of Agriculture has authorized the Administrator of the FSA to delegate to the Director of Extension Service for the Territory of Hawaii and to the Director of Extension Service for Puerto Rico, such powers (to be exercised within the territories) as have been previously, or may hereafter be, delegated to regional directors of the FSA and which may be necessary for the following purposes:

1. To make, service, collect, and liquidate loans pursuant to Title I of the Bankhead-Jones Farm Tenant Act.

2. To make, service, collect and liquidate rural rehabilitation loans to those individuals who receive loans pursuant to Title I of the Bankhead-Jones Farm Tenant Act: *Provided, however*, That no such delegation shall include any authority to make loans to individuals to enable them to engage in joint enterprises or cooperative activities.

3. In cases where the regional director has power to redelegate his functions to his subordinates, the Director of Extension Service may redelegate those powers to the TP specialist in charge of the TP program, within such limitations as are prescribed for regional directors.

4. In carrying out the powers which may be vested in him, the Director of Extension Service shall be subject to the general administrative supervision of the Administrator.

B. All such redelegations shall be in writing, addressed to the TP specialist and shall be signed in duplicate. The original of each such redelegation of authority shall be delivered to the TP specialist, and the signed copy shall be forwarded to the Administrator, Farm Security Administration, Washington, D. C., Refer to: Finance and Control Division.

V. *Exceptional cases*. The authorities herein delegated shall be executed in accordance with FSA Instructions. There is hereby reserved to the Administrator the power to consider exceptional cases with a view to determining whether the Instructions of the FSA may be waived with respect to such cases.

Approved, July 8, 1939.

[SEAL] WILL W. ALEXANDER,
*Administrator*.

[F. R. Doc. 39-2490; Filed, July 11, 1939; 4:16 p. m.]

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## FEDERAL TRADE COMMISSION.

*United States of America—Before Federal Trade Commission*

[Docket No. 3843]

### IN THE MATTER OF AMERICAN OIL COMPANY, AND GENERAL FINANCE, INC., RESPONDENTS

#### COMPLAINT

Pursuant to the provisions of an Act of Congress, approved October 15, 1914, entitled "An Act to supplement existing laws against unlawful restraints and monopolies, and for other purposes" (the Clayton Act—U.S.C. Title 15, Section 13), as amended, and by virtue of the authority vested in it by said Act, the Federal Trade Commission, having reason to believe that American Oil Company, a corporation, has violated the provisions of subsection (a) of Section 2 of said Clayton Act, as amended, and that General Finance, Inc., has violated the provisions of subsection (f) of Section 2 of said Clayton Act, as amended, hereby issues its complaint stating its charges in those respects as follows:

PARAGRAPH 1. Respondent American Oil Company is a corporation organized, existing and doing business under and by virtue of the laws of the State of Maryland, with principal office located in the American Building, Baltimore, Maryland. Said respondent is engaged chiefly in the business of producing, manufacturing, distributing and selling gasoline and other petroleum products in various states of the United States and in the District of Columbia. Gasoline manufactured and sold by said respondent is mostly of two grades, namely, a so-called "high test" gasoline sold under the trade name "Amoco", and a "standard" gasoline sold under the trade name "American" or "Orange American". Gasoline sold and delivered by said respondent to gasoline stations in the District of Columbia is transported into the District of Columbia in tank wagons from said respondent's bulk plants in the State of Virginia and delivered from said tank wagons.

PAR. 2. Respondent General Finance, Inc. is a corporation organized, existing and doing business under and by virtue of the laws of the State of Delaware, with principal office and place of business located at 2221 14th Street NW., Washington, D. C. Said respondent is engaged in the business, among other things, of selling and financing the sale of taxicabs, and also leases and operates two gasoline stations, one located at the corner of 14th Street and Florida Avenue NW., Washington, D. C., and another located at the corner of 6th Street and Rhode Island Avenue NW., Washington, D. C., at which stations it engages in the business of selling "Amoco" and "American" gasoline at retail to taxicab operators and to the public.

PAR. 3. The said gasoline stations operated by respondent General Finance, Inc., as set forth in Paragraph Two hereof, are engaged in competition in the sale of gasoline at retail with numerous other dealers in gasoline in the District of Columbia selling American Oil Company gasoline, and with gasoline dealers selling the gasoline of other producers.

PAR. 4. On or about July 17, 1936, respondent American Oil Company entered into a contract for the sale of gasoline with six corporations, four doing business in Washington, D. C., and two in Baltimore, Maryland, all engaged in the business or organizing, promoting and serving associations or groups of taxicab operators in those cities. A copy of said contract, marked "Exhibit A" is annexed hereto and made a part hereof.[1] The word "Corporation" in the name "City Cab Corporation, Inc." was inserted in said contract by mutual error of the parties and said name was intended to be and describe City Cab Association, Inc. of Washington, D. C.; and said contract has at all times been so understood and treated by the parties. Said contract provides for the sale of "Amoco" and "American Gas" by tank wagon delivery in the District of Columbia at a price of five and five-eighths cents (5⅝¢) per gallon below the current posted retail service station price for said products, said price being from one and five-eighths cents (1⅝¢) to two and one-eighth cents (2⅛¢) lower than the posted tank wagon prices charged by respondent American Oil Company for "Amoco" and "American Gas" sold by it to other retail gasoline station operators in the District of Columbia.

PAR. 5. The business policies and activities of all of the taxicab companies named in said contract were at the time of the execution of said contract controlled by respondent General Finance, Inc. or by its officers, Herbert Glassman and Edward C. Ostrow, through stock ownership or voting control and through ownership of the majority of the taxicabs operated under the names of said companies. The gasoline used in taxicabs which are owned by or operated under the names of said companies, is purchased by the operators of such taxicabs, and is not supplied by said companies or by respondent General Finance, Inc. except by sale.

PAR. 6. Subsequent to the execution of said contract, and during the years 1937, 1938 and 1939, respondent American Oil Company has sold and delivered large quantities of "Amoco" and "American" gasoline, pursuant to the terms of sale and at the prices specified in said contract of July 17, 1936, to respondent General Finance, Inc. Such deliveries have averaged more than 100,000 gallons per month during said period, and have been made at the retail gasoline stations operated by General Finance, Inc. at 14th Street and Florida Avenue NW., and 6th Street and Rhode Island Avenue NW., Washington, D. C., as aforesaid. American Oil Company has billed said gasoline to General Finance, Inc., and payemnt for the same has been made by General Finance, Inc. The gasoline so purchased by General Finance, Inc. has been resold by it at retail to taxicab operators and to the public generally. The fact of such resale has at all times been well known to respondent American Oil Company, although the said contract provides that the products purchased thereunder "are for Buyer's own consumption only and not for resale, in whole or in part, to Buyer's employees or any other person".

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[1] Filed as a part of the original document.

PAR. 7. By selling its "Amoco" and "American" gasolines to respondent General Finance, Inc. at the prices stated in Paragraph Four hereof, and by contracting to sell its said gasolines in the District of Columbia to City Cab Association, Inc., General Taxicab, Inc., Prudom Cab Co., Inc., and Harlem Taxicab Association, Inc. at said prices, which prices are substantially lower than the prices charged by it for said gasolines, respectively, to other retail dealers in gasoline in the District of Columbia, respondent American Oil Company has discriminated in price, and is discriminating in price, between respondent General Finance, Inc., City Cab Asociation, Inc., General Taxicab, Inc., Prudom Cab Co., Inc., and Harlem Taxicab Association, Inc., respectively, and other retail gasoline dealers in the District of Columbia who purchase and deal in said American Oil Company products. The effect of such discrimination in price has been and may be substantially to lessen competition and tend to create a monopoly in commerce in and with the District of Columbia in the sale and distribution of gasoline, and to injure, destroy and prevent competition with respondent American Oil Company and with its said customers receiving the benefit of said discrimination.

PAR. 8. Said contract of July 17, 1936, was executed on behalf of five of the six taxicab companies named as buyers by Herbert Glassman and Edward C. Ostrow, who are President and Treasurer, respectively, of respondent General Finance, Inc. Respondent General Finance, Inc., and its said officers, at the time of the execution of said contract and at all times since that date, have well known that the prices for "Amoco" and "American" gasoline fixed in said contract and thereafter paid by said respondent to American Oil Company for said gasolines, as hereinbefore set forth, were and are from one and five-eighths cents (1⅝¢) to two and one-eighth cents (2⅛¢) lower than the prices at which "Amoco" and "American" gasoline have been sold by American Oil Company during the same period to other retail gasoline dealers in the District of Columbia, including many such dealers competing in the sale of "Amoco" and "American" gasoline with the stations operated by General Finance, Inc. Said discrimination in price was knowingly induced, and at all times herein mentioned has knowingly been received, by respondent General Finance, Inc. Said distribution in price, as more fully set forth in the preceding paragraphs hereof, is prohibited by subsection (a) of Section 2 of said Clayton Act, as amended.

Wherefore, the premises considered, the Federal Trade Commission on this 7th day of July, A. D., 1939, issues its complaint against said respondents.

### *Notice*

Notice is hereby given you, American Oil Company, a corporation, and General Finance, Inc., respondents herein, that the 11th day of August, A. D. 1939, at 2 o'clock in the afternoon, is hereby fixed as the time, and the offices of the Federal Trade Commission in the City of Washington, D. C., as the place, when and where a hearing will be had on the charges set forth in this complaint, at which time and place you will have the right, under said act, to appear and show cause why an order should not be entered by said Commission requiring you to cease and desist from the violations of the law charged in the complaint.

You are notified and required, on or before the twentieth day after service upon you of this complaint, to file with the Commission an answer to the complaint. If answer is filed and if your appearance at the place and on the date above stated be not required, due notice to that effect will be given you. The Rules of Practice adopted by the Commission with respect to answers or failure to appear or answer (Rule VII) provide as follows:

> In the case of desire to contest the proceeding the respondent shall, within twenty (20) days from the service of the complaint, file with the Commission an answer to the complaint. Such answer shall contain a concise statement of the facts which constitute the ground of defense. Respondent shall specifically admit or deny or explain each of the facts alleged in the complaint, unless respondent is without knowledge, in which case respondent shall so state.
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> * * * * *
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> Failure of the respondent to file answer within the time above provided and failure to appear at the time and place fixed for hearing shall be deemed to authorize the Commission, without further notice to respondent, to proceed in regular course on the charges set forth in the complaint.
>
> If respondent desires to waive hearing on the allegations of fact set forth in the complaint and not to contest the facts, the answer may consist of a statement that respondent admits all the material allegations of fact charged in the complaint to be true. Respondent by such answer shall be deemed to have waived a hearing on the allegations of fact set forth in said complaint and to have authorized the Commission, without further evidence, or other intervening procedure, to find such facts to be true, and if in the judgment of the Commission such facts admitted constitute a violation of law or laws as charged in the complaint, to make and serve findings as to the facts and an order to cease and desist from such violations. Upon application in writing made contemporaneously with the filing of such answer, the respondent, in the discretion of the Commission, may be heard on brief, in oral argument, or both, solely on the question as to whether the facts so admitted constitute the violation or violations of law charged in the complaint.

In witness whereof, the Federal Trade Commission has caused this, its complaint, to be signed by its Secretary, and its official seal to be hereto affixed, at Washington, D. C., this 7th day of July, A. D. 1939.

By the Commission.

[SEAL] OTIS B. JOHNSON,
*Secretary.*

[F. R. Doc. 39-2491; Filed, July 12, 1939; 9:38 a. m.]

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## *United States of America—Before Federal Trade Commission*

[Docket No. 3844]

## IN THE MATTER OF THE WILLIAMS AND WILKINS COMPANY, A CORPORATION

### COMPLAINT

The Federal Trade Commission, having reason to believe that the party respondent named in the caption hereof and hereinafter more particularly described, since June 19, 1936, has violated, and is now violating the provisions of subsection (a) of Section 2 of the Clayton Act, as amended by the Robinson-Patman Act, approved June 19, 1936 (U.S.C. title 15, sec. 13), issues its complaint stating its charges with respect thereto as follows:

PARAGRAPH 1. Respondent, The Williams and Wilkins Company, is a corporation organized and existing under and by virtue of the laws of the State of Maryland, with its office and place of business at Mount Royal and Guilford Avenues, Baltimore, Maryland, and has been prior to June 19, 1936, and is now engaged in the publication, distribution and sale of medical and other scientific books. Respondent sells and distributes said books in commerce between and among the various states of the United States and the District of Columbia, causing said books to be shipped and transported from their place of publication in Baltimore, Maryland, to purchasers of said books located in the various states of the United States and the District of Columbia, for use and resale within said states and the District of Columbia.

PAR. 2. In the course and conduct of its business as aforesaid, respondent is now, and during the time herein mentioned, has been in substantial competition with other corporations, individuals, partnerships and firms engaged in the business of publishing, distributing and selling medical and scientific books in commerce between and among the various states of the United States and the District of Columbia.

PAR. 3. In the course and conduct of its business as above described, respondent has, since June 19, 1936, discriminated in price, and is now discriminating in price between different purchasers buying the same books for resale to retail dealers or ultimate users by giving and allowing to some of its purchasers of said books lower prices than those given or allowed other of its said purchasers competitively engaged, one with the other, in the resale of said books either to the retail book dealer or to the ultimate user within the United States. Said discriminations consist, for example, in granting and allowing price discounts of 20 per cent to some, 25 per cent to some, 30 per cent to others, and 35 per cent to still other purchasers of the same books for resale in the same area to the same prospective customers. The effect of such discriminatory discounts or prices is to enable some of said purchasers to buy said books at a lower price than competing purchasers to the injury of the less favored buyer.

PAR. 4. The general effect of said discriminations in price made by said respondent, as above set out, may be substantially to lessen competition with the favored purchasers; to tend to create a monopoly in the favored purchasers; to injure, destroy or prevent competition in the sale and distribution of said medical books between the said favored purchasers of said books receiving such discriminatory prices and other less favored competing purchasers of the same books not receiving said discriminatory prices.

PAR. 5. The foregoing alleged acts of said respondent are in violation of Section 2 (a) of the Clayton Act, as amended by the Robinson-Patman Act, approved June 19, 1936 (U.S.C. title 15, sec. 13).

Therefore, the premises considered, the Federal Trade Commission on this 8th day of July, A. D. 1939, now issues its complaint against said respondent, stating its charges in that respect as hereinabove set out.

### *Notice*

Notice is hereby given you, The Williams and Wilkins Company, a corporation, respondent herein, that the 11th day of August, A. D. 1939, at 2 o'clock in the afternoon, is hereby fixed as the time, and the offices of the Federal Trade Commission in the City of Washington, D. C., as the place, when and where a hearing will be had on the charges set forth in this complaint, at which time and place you will have the right, under said Act, to appear and show cause why an order should not be entered by said Commission requiring you to cease and desist from the violations of the law charged in the complaint.

You are notified and required, on or before the twentieth day after service upon you of this complaint, to file with the Commission an answer to the complaint. If answer is filed and if your appearance at the place and on the date above stated be not required, due notice to that effect will be given you. The Rules of Practice adopted by the Commission with respect to answers or failure to appear or answer (Rule VII) provide as follows:

In case of desire to contest the proceeding the respondent shall, within twenty (20) days from the service of the complaint, file with the Commission an answer to the complaint. Such answer shall contain a concise statement of the facts which constitute the ground of defense. Respondent shall specifically admit or deny or explain each of the facts alleged in the complaint, unless respondent is without knowledge, in which case respondent shall so state.

* * * * *

Failure of the respondent to file answer within the time above provided and failure to appear at the time and place fixed for hearing shall be deemed to authorize the Commission, without further notice to respondent, to proceed in regular course on the charges set forth in the complaint.

If respondent desires to waive hearing on the allegations of fact set forth in the complaint and not to contest the facts, the answer may consist of a statement that respondent admits all the material allegations of fact charged in the complaint to be true. Respondent by such answer shall be deemed to have waived a hearing on the allegations of fact set forth in said complaint and to have authorized the Commission, without further evidence, or other intervening procedure, to find such facts to be true, and if in the judgment of the Commission such facts admitted constitute a violation of law or laws as charged in the complaint, to make and serve findings as to the facts and an order to cease and desist from such violations. Upon application in writing made contemporaneously with the filing of such answer, the respondent, in the discretion of the Commission, may be heard on brief, in oral argument, or both, solely on the question as to whether the facts so admitted constitute the violation or violations of law charged in the complaint.

In witness whereof, the Federal Trade Commission has caused this, its complaint, to be signed by its Secretary, and its official seal to be hereto affixed, at Washington, D. C., this 8th day of July, A. D. 1939.

By the Commission.

[SEAL] OTIS B. JOHNSON,
*Secretary.*

[F. R. Doc. 39-2492; Filed, July 12, 1939; 9:38 a. m.]

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### *United States of America—Before Federal Trade Commission*

At a regular session of the Federal Trade Commission, held at its office in the City of Washington, D. C., on the 10th day of July, A. D. 1939.

Commissioners: Robert E. Freer, Chairman; Garland S. Ferguson, Charles H. March, Ewin L. Davis, William A. Ayres.

[Docket No. 3736]

### IN THE MATTER OF LUXOR, LTD., A CORPORATION

#### ORDER APPOINTING EXAMINER AND FIXING TIME AND PLACE FOR TAKING TESTIMONY

This matter being at issue and ready for the taking of testimony, and pursuant to authority vested in the Federal Trade Commission, under Acts of Congress (38 Stat. 717; 15 U.S.C.A., Section 41), and (49 Stat. 1526, U.S.C.A., Section 13, as amended)

*It is ordered*, That Webster Ballinger, an examiner of this Commission, be and he hereby is designated and appointed to take testimony and receive evidence in this proceeding and to perform all other duties authorized by law;

*It is further ordered*, That the taking of testimony in this proceeding begin on Wednesday, July 19, 1939, at nine o'clock in the forenoon of that day (central standard time), Knickerbocker Hotel, Chicago, Illinois.

Upon completion of testimony for the Federal Trade Commission, the examiner is directed to proceed immediately to take testimony and evidence on behalf of the respondent. The examiner will then close the case and make his report upon the evidence.

By the Commission.

[SEAL] OTIS B. JOHNSON,
*Secretary.*

[F. R. Doc. 39-2487; Filed, July 11, 1939; 3:15 p. m.]

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## SECURITIES AND EXCHANGE COMMISSION.

### *United States of America—Before the Securities and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 10th day of July 1939.

[File No. 1-2634]

### IN THE MATTER OF NELLIE MEDA GOLD MINES NON-ASSESSABLE CAPITAL STOCK, PAR VALUE $1.00

#### ORDER SETTING HEARING ON APPLICATION TO STRIKE FROM LISTING AND REGISTRATION

The Salt Lake Stock Exchange, pursuant to Section 12 (d) of the Securities Exchange Act of 1934, as amended, and Rule X-12D2-1 (b) promulgated thereunder, having made application to strike from listing and registration the Non-

Assessable Capital Stock, Par Value $1.00, of Nellie Meda Gold Mines; and

The Commission deeming it necessary for the protection of investors that a hearing be held in this matter at which all interested persons be given an opportunity to be heard;

*It is ordered,* That the matter be set down for hearing at 10 A. M. on Wednesday, August 16, 1939, at the office of the Securities & Exchange Commission, 1706 Welton Street, Denver, Colorado, and continue thereafter at such times and places as the Commission or its officer herein designated shall determine, and that general notice thereof be given; and

*It is further ordered,* That Howard N. Lary, an officer of the Commission, be and he hereby is designated to administer oaths and affirmations, subpoena witnesses, compel their attendance, take evidence, and require the production of any books, papers, correspondence, memoranda or other records deemed relevant or material to the inquiry, and to perform all other duties in connection therewith authorized by law.

By the Commission.

[SEAL] Francis P. Brassor,
*Secretary.*

[F. R. Doc. 39-2495; Filed, July 12, 1939; 10:50 a. m.]

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*United States of America—Before the Securities and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 10th day of July, A. D. 1939.

[File No. 32-141]

### In the Matter of the Litchfield Electric Light and Power Company

#### ORDER RELATIVE TO ISSUE AND SALE OF BONDS

The Litchfield Electric Light and Power Company, a subsidiary of NY PA NJ Utilities Company, a registered holding company, having duly filed with this Commission an application pursuant to Section 6 (b) of the Public Utility Holding Company Act of 1935 for exemption from the provisions of Section 6 (a) of said Act with respect to the issue and sale by the applicant to John Hancock Mutual Life Insurance Company, at a cash price of 104, of its First Mortgage Bonds, 4% Series due 1964, in the principal amount of $450,000; the net proceeds to be applied in liquidating pro tanto an open account indebtedness due from the applicant to its parent company;

A hearing on said application as amended having been duly held after appropriate notice;[1] the record in this matter having been examined; and the Commission having made and filed its findings herein;

*It is ordered,* That the issue and sale of such bonds be and the same hereby are exempted from the provisions of Section 6 (a) of the Public Utility Holding Company Act of 1935; subject, however, to the following conditions:

(1) That such issue and sale shall be in compliance with the terms and conditions of and for the purposes represented by said application as amended, and in full compliance with the terms and conditions imposed by the order of the Public Utilities Commission of the State of Connecticut;

(2) That such exemption shall immediately terminate without further order of this Commission if at any time the authorization by said State Commission shall be revoked or shall otherwise terminate;

(3) That within ten days after such issue and sale the applicant shall file with this Commission a Certificate of Notification showing that the transaction has been effected in accordance with the terms and conditions and for the purposes represented by said application as amended;

(4) That, when all fees and expenses in connection with the transaction have been finally determined, the applicant shall file with this Commission a certificate setting forth the actual amounts paid or to be paid, to whom, and the services rendered therefor; and the Commission specifically reserves the right to reopen this matter with respect thereto, if the amount of such fees should appear unreasonable.

By the Commission.

[SEAL] Francis P. Brassor,
*Secretary.*

[F. R. Doc. 39-2494; Filed, July 12, 1939; 10:50 a. m.]

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*United States of America—Before the Securities and Exchange Commission*

At a regular session of the Securities and Exchange Commission, held at its office in the City of Washington, D. C., on the 10th day of July, A. D. 1939.

[File No. 37-39]

### In the Matter of Southern Union Service Company

#### TEMPORARY ORDER PERMITTING SERVICE COMPANY TO OPERATE UNDER SPECIAL OR UNUSUAL CIRCUMSTANCES

Southern Union Service Company, having filed an application pursuant to Section 13 (b) of the Public Utility Holding Company Act of 1935 for exemption from the provisions of Section 13 of such Act and the rules promulgated thereunder prohibiting the applicant under existing circumstances from performing services or construction work for or selling goods to Southern Union Gas Company, a registered holding company, and subsidiary companies thereof, and having applied for a temporary order permitting it to so act as a subsidiary service company of such holding company until such time as a determination of a pending application by Southern Union Service Company for approval as a mutual service company shall have been made by the Commission, and it appearing that the circumstances are special or unusual and that it is in the interest of investors and consumers that such application shall be granted;

*It is ordered,* Pursuant to section 13 (b) of the Act that Southern Union Service Company be, and hereby is, permitted to operate as a subsidiary service company and to perform services or construction work for or sell goods to associate companies thereof, to the extent and in the manner set forth in the pending mutual service company application, upon condition, however,

(1) That this order shall terminate at such time as a Commission order may issue disposing of the pending mutual service company application;

(2) That the applicant, in operating under this order, shall comply with all the provisions of Section 13 of the Act and the rules and regulations thereunder relating to subsidiary companies found to meet the standards thereby established;

(3) That the Commission, in any hearing held on the application for approval of Southern Union Service Company as a mutual service company, may, without further notice, review the servicing functions of the applicant performed during the intervening period under this temporary order and may thereafter, by order, require any reallocation or reapportionment of costs, among the companies serviced, charged during such period, if it appears from the evidence adduced that the allocation of charges was inequitable.

By the Commission.

[SEAL] Francis P. Brassor,
*Secretary.*

[F. R. Doc. 39-2496; Filed, July 12, 1939; 10:50 a. m.]

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*United States of America—Before the Securities and Exchange Commission*

At a regular session of the Securities and Exchange Commission, held at its office in the City of Washington, D. C., on the 11th day of July, A. D. 1939.

[File No. 2-3877]

### In the Matter of Investment Corporation of North America

#### STOP ORDER

This matter coming on to be heard before the Commission on the registration statement of Investment Corporation of North America, a Delaware corporation, after confirmed telegraphic notice to said registrant that it appears that said registration statement includes untrue statements of material facts and omits to state material facts required to be stated therein and omits to state material facts necessary to make the statements therein not misleading; and upon evidence received upon the allegations made in the notice of hearing duly served by the Commission on said registrant; and

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[1] 4 F.R. 2064 DI.

The registrant having filed a proposed amendment and having moved that the proposed amendment be declared effective and the stop order proceeding dismissed; and

The Commission having duly considered the matter, and finding that said registration statement includes untrue statements of material facts and omits to state material facts required to be stated therein and material facts necessary to make the statements therein not misleading in Items 4a, 5, 6, 7, 24, 27, the balance sheet and the prospectus, and that the requirements of Section 7 of the Securities Act of 1933 and of Rule 670 of the General Rules and Regulations under that Act have not been complied with, all as more fully set forth in the Commission's Findings of Fact and Opinion this day issued; and

The Commission having duly considered the aforesaid motion and the proposed amendment; and

The Commission now being fully advised in the premises,

*It is ordered,* That the aforesaid motion to declare the proposed amendment effective and to dismiss the stop order proceeding be and the same hereby is denied; and

*It is further ordered,* Pursuant to Section 8 (d) of the Securities Act of 1933, that the effectiveness of the registration statement filed by Investment Corporation of North America, a Delaware corporation, be and the same hereby is suspended.

By the Commission.

[SEAL] FRANCIS P. BRASSOR,
*Secretary.*

[F. R. Doc. 39-2497; Filed, July 12, 1939; 10:50 a. m.]